30-1943

Segregation Is Social Question, Says Federal Commerce Com.

Afro-American—Baltimore, Md.
1-1-44

Declares 30 Seamen Have Right to Pullman Travel and Meals, but Can't Complain If They Are Served in Their Seats

WASHINGTON

Compelling colored Pullman car passengers to eat in their seats or wait for dining car service until white passengers have been served, or sit in a part of the diner shut off from the rest by curtains, is not discriminatory, the Interstate Commerce Commission said recently in dismissing the complaint of eighteen colored seamen against the Atlantic Coast Line Railroad Company.

The seamen, survivors of a torpedoed ship, were traveling from Tampa, Fla., to New York City after termination of their services aboard the steamship Seminole. Agreements for their travel and meals were made by the New York & Puerto Rico Steamship Company, their employer.

The colored seamen were all put together in one Pullman car by themselves on the night of June 29, 1942. A white man and a white woman, members of the same steamship crew, were put in another car on the same train.

Refused to Eat in Car

Testimony showed that the Atlantic Coast Line Company proposed to serve these shipwrecked seamen breakfast in their car and with whites until nearly 10 p.m., when it was cut out from the train at Richmond. The company said that the crowd was so great that the separate curtains could not be used.

Handled as Group

The Atlantic Coast Line declared that it handled the seamen as a group and reserved the right to feed them as a group in their car or not at all, since the diner was filled.

Counsel for seamen declared that the company discriminated against them (1) by refusal to set apart a part of the diner for them, (2) by refusal to advise them to stand in line and take their turn with other passengers, and (3) by compelling them to wait until whites were served first. 1-1-44

Ask End of All Segregation

They went further to contend "that the time has come when we should recognize that that principle (of segregation) is unsound and outmoded, and that it should, therefore, be reversed. It is our contention that when, in this modern day and age, colored passengers are confined to specific quarters aboard a train and may not ride with white passengers, even though they are well behaved, the men refused, demanding the right to go to the dining car.

They received no breakfast. Subsequently, they were served lunch in the diner at 3 p.m., after all the whites had eaten. 1-1-44

The seamen got no dinner because they refused to eat in their own car and the diner was filled me again—or to any of my buddies. God knows I do."

neat, intelligent, and 'high class,' that there does exist an undue and unreasonable prejudice within the meaning of the Interstate Commerce Act.",

"The time is at hand for a bold declaration that segregation, in and of itself, must today be regarded as constituting unlawful discrimination," the seamen's counsel said, "even in those cases where colored people, while segregated, are actually furnished with equal facilities and accommodations."

Can't Settle "Social Question"

The commission, in its decision, declared that it was limited to the question whether accommodations were equal. It found that they were and dismissed the complaint about segregation by referring to it as a "social question."

It said the seamen were asking for the right to intermingle with whites.

As a part of its defense, the Atlantic Coast Line R.R. made public circulars 395, 73-1941 and Dining Car 1, containing instructions to employees as to how to handle the races.

They are as follows:

SECTION 1. PULLMAN CARS:

Interstate Passengers

(1) Colored persons requesting accommodations should be assigned the space requested, provided it is available, at regular tariff rate for such space.

(2) Colored persons requesting berth or seat space should, if available, be assigned to berth or seat in drawing room compartment, bedroom or other type of enclosed accommodation, at regular tariff berth rate for night service or seat rate for day service, as the case may be.

If no enclosed accommodations are available, they should be assigned berth or seat space in the body of the car, if available.

(3) Where possible, passengers of different races should not be assigned to space in the same section or in directly opposite sections. 1-1-44

Intrastate Passengers

(1) Colored persons requesting room accommodations should be assigned the space requested, if available, at regular tariff rate for such space.

(2) Colored intrastate passengers should be sold berths or seats in enclosed accommodations only, at berth or seat rates.

SECTION 2. DINING CARS:

Meals should be served to passengers of different races at separate times. If passengers of one race desire meals served while passengers of a different race are being served in the dining car, such meals will be served in the room or seat occupied by the passenger without extra charge.

If the dining car is equipped with curtains so that it can be divided into separate compartments, meals may be served to passengers of different races at the same time in the compartments set aside for them.

SECTION 3. LOUNGE, CLUB, TAVERN, RECREATION AND OBSERVATION CARS:

(1) Colored interstate passengers occupying sleeping or parlor car space in trains providing lounge, club, tavern, recreation or observation car service, or coach space in trains providing similar facilities for coach passengers, may have the use of such accommodations.

Trainmen may tactfully suggest to interstate colored passengers that in view of the segregation of races in States through which the Atlantic Coast Line Railroad operates, and the delicate situation arising when a commingling of the races occurs, such passengers may choose to not avail themselves of such facilities, in which event substitute service to the extent possible will be brought to them at their location in sleeping car, parlor car or coach.

This is not to be considered as a prohibition, but rather as an effort to safeguard passengers from disagreeable circumstances.

(2) Lounge, club or tavern car service will be furnished to intrastate colored passengers in enclosed accommodations only.

Full co-operation of all concerned is requested in handling this difficult problem which touches a sensitive area of social policy.

Situations over which this company has no control may arise. Tact and diplomacy should be exercised in handling each case. When in doubt, time permitting, consult your immediate superior officer or the nearest one available. 1-1-44

F. L. KING,
General Superintendent
Transportation.
GEO. P. JAMES,
Passenger Traffic Manager.
GEO. L. MITCHELL
Assistant Executive
Vice-President

OTD LETS STREET CAR COMPANY SURVEY AND APPROVE PRIVATE CABS

Argus—St. Louis, Mo.
2-3-44

"Public Service" Has Long Shown Bias that Discredits Fairness

After careful investigation the St. Louis American learned that the St. Louis office and regional office of O. D. T. has been legislating to the disadvantage of the Colored citizens of St. Louis. Last week when a Negro owned and Negro operated service car company applied for gas, this company, incorporated in Missouri, was told a survey and approval by the St. Louis Public Service Company (street car and bus company) would have to be obtained. At no time in history has it ever been necessary to obtain permission of a competitor to do business in the United States. Apparently this is a new step in obstructing the Negroes from participating in private enterprise. The plan called for providing transportation in areas that have been neglected by this same Public Service Company.

A neutral transportation engineer informed the St. Louis American for an example pointed out that erican that by population the Jim- there is no transportation from crow areas of St. Louis are the Jefferson avenue to Grand avepoorest serviced of any Urban nue, North and South. community above the Ohio River. The St. Louis American wishes He pointed out that the way the to remind its readers of the treatNegro area is situated and the ment accorded the Negro by the way the cars and buses are oper- Public Service Company in the ated, whether a Negro wishes to past. The Compton line which travel East, West, North or South served seventy-eight percent Nethe cars are always filled beyond groes was discontinued. The Page capacity when they reach the Avenue Bus line, serving eighty-Central St. Louis area which three per cent Negroes was cur-

Service Cars Ride Only Whites

The St. Louis American also wishes to point out that the Unitsibly and admittedly for the purpose of keeping the Negro off. Heaping insult on injury they O. D. T. has set ceilings for taxi cabs by which they can eliminate any additional Negro cabs but this ceiling to care for the white cab companies. When O. D. T. was apprised of the fact that there were sixty-six less service cars operating now than at the start of rationing O. D. T. arbitrarily stated that the same rule does not apply to service cars as to taxis. When this inconsistency was pointed out to the O.D.T. official from Kansas City, who admittedly knew nothing about the St. Louis transportation problems, he hit the desk with his fist and gave these bus routes the Jim-Crow name of, "Select Service Lines." This is the same company that has been operating the Negro must now tailed to a few hou- from whom the Negro ing and evening. has operated cer- obtain permission to transport ers will not stop a- his own people. 2-3-44 only Negroes get higher prices osten- Avenue street car tain lines at high- ty-six percent Neg- twenty-five pe- cut twenty-five pe- Negroes have been ve percent. The Hod- Wellston lines carry- ee and thirty-nine oes respectively have twenty percent. The reet line serving fifent Negroes has been rty percent. All oth- ving less than eight ro trade have been om fifteen to thirty- operating. indicate that there twenty-eight percent War employment in the past year oes in to an increase of ent among the whites. as been a definite of service on street ving the Negro areas ease in the buses and lines servicing the the same Public Serv- ice Company has

The City of St. Louis saw fit to license one hundred sixteen additional taxi cabs in the past six months. Ninety-four of which were for Negro companies, twenty for a Caucasian cab company. O. D. T. thereupon, gave gasoline for twenty cabs to the White company and have not increased the gasoline for one additional Negro company.

'said, "I interpret the rules."

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 82

Colored People Wait for Days on Trains in Dixie Stations

Afro-American : Baltimore, Md

Buses and Trains Admit Whites First; Colored Passengers Get Space Left; Soldiers' Leaves Ruined

By SPECIAL CORRESPONDENT

While the AFRO-AMERICAN wages a relentless fight to Democratize American railroads, Jim Crow is pecking the heart out of furloughs of colored soldiers below the Mason and Dixon Line.

While traveling through the South recently, I saw the tragic fruits of the railroad pattern of segregation. Colored soldiers missed train after train; bus after bus, because they were not permitted to get on trains without tickets.

The fact, they explained, that they were victims of an unfair cycle, brought no solution — except MP's, who ordered them to quiet down or "we'll run you in."

Whites Served First

I have seen colored soldiers "burn up" an entire week-end pass standing at a segregated window, while several ticket agents busied themselves in seeing that the white line was served.

If there had been any doubt that jim crow is demoralizing democracy in Southern railway stations, observation of the waiting line at Greensboro, N.C., during the Christmas holidays would have dispelled it. 1-29-44

Trains were late and loaded. All seats in the "colored" waiting room were filled and soldiers and civilians were bunking on their luggage. 1-29-44

Wait in Line for Hours

Soldiers, who stated that they were stationed in the city, stood in line patiently for hours to get tickets to Washington and points North. The ticket agents ignored them and served "white only."

Lights from the approaching train appeared in the distance and there was a warning whistle. Additional white persons insisted that they be given tickets. The agents complied, thus letting the line of colored persons grow longer.

Army Officer Helpless

Soldiers became restless and went to a commissioned officer for assistance. He went over and tried in vain to be helpful. An MP ordered him to get back in line with the others.

The train pulled off and left the soldiers because they did not have tickets. 1-29-44

The same damnable system is applied by the bus companies operating through the South — with one important addition. Many will take only one colored passenger (or not more than a back seat full) just to clear the Interstate Commerce Law.

Then they stop colored passengers from entering the bus (sometimes with the assistance of MP's and local police) until all whites are comfortably seated. If there is standing room left, colored persons may be admitted.

Negroes Warned Of Hostile Attitude Of Rail Conductor

Daily World-Atlanta, Ga.

6-2-44

HARRIMAN, Tenn.—Few Negroes travelling between East Tennessee points and Nashville, ride trains of the Tennessee Central Railway, because of the poor equipment furnished Negro passengers, and those forced to accept the accommodations in recent months, due to the increase in travel and crowded condition are about to conclude that other means of travel to points in the direction taken by that railway must be employed due to the lack of comfortable facilities and the hostile attitude of at least one of the railway conductors.

The wholly inadequate half coach provided for Negro passengers has only one toilet for use by both men and women passengers, and this single toilet is used by the white employees to such extent that Negro passengers are denied its use. Rules governing operation of railraods by the Public Utilities Commission require separate toilets for men and women passengers on rail cars. 6-2-44

The most recent experience of Negro passengers travelling from Harriman to Nashville subjected Negroes to most unwarranted hostile treatment when Conductor McMillan in charge of the last Thursday night train to Nashville persisted in having four seats in the already crowded, inadequate and uncomfortable jim crow car set apart for Negro passengers.

Although the compartment was filled, the conductor ordered Negroes to move from the seats over which was prominently displayed a large sign "for colored," as he expressed determination to use the seats for his own comfort and that of his white flagman. Negro passengers approached in a vicious manner by the hostile conductor refused to vacate the seats even in view of the terrorizing tactics of the conductor that extended for many hours during the uncomfortable, long, cold ride over the rough road to Nashville.

One of the passengers has retained services of a lawyer with a view of filing a suit for damages against the railroad and its conductor because of the rail employees conduct.

ILLINOIS CENTRAL SERVING DEEP SOUTH ABOUTS FACE ON SEPERATE DIXIE TRAIN

Plaindealer — Kansas City, Kan.

3-17-44

Chicago—The Rev. E. P. Murchison, Presiding Elder of the Chicago District and the Rev. H. W. Evans, pastor of St. Paul C. M. E. Church, Chicago, Ill., leaders of the Interdenominational Alliance, scored a signal victory recently in compelling the Illinois Central to permit Negro passengers to ride the "regular" Seminole train which runs from Chicago to Birmingham. For more than eight months Negro passengers were not permitted to board the train even though coaches were provided for whites. Negro passengers were forced to wait and ride on an extra baggage and mail train that carried two dirty coaches for the heavy Negro passenger traffic. 3-17-44

This extra baggage train carried no diner or other equipment that the regular Negro passengers were forced to ride as long as 22 hours without food because there was no diner nor even butcher service available. Negro passengers were further handicapped because the baggage and mail train was delayed with long stops. Negro passengers would often miss connections that white passengers would make on the first train because the jim crow train would arrive as much as two hours later than the first section. Negro passengers leaving Chicago who attempted to board the first section under the equal rights law of Illinois were told that they would be forced to get off at the Mason and Dixon line and wait for the jim crow train.

The Chicago Ministerial Fellowship League (interdenominational), Dr. H. W. Evans, President, appointed Dr. E. P. Murchison chairman of a committee to investigate the above conditions and if necessary bring suit against the road to stop such practices. Dr. Murchison, accompanied by Dr. Svans, made a trip over the entire route to verify the conditions and secured signed statements from passengers and other data of proof that the road was violating even the jim crow laws of the South. 3-17-44

Rev. Murchison sent a letter of protest to Mr. J. L. Beven, the President of the road, requesting a conference for adjustment. The president made an immediate reply and arranged for the committee of ministers to have a conference with the General Superintendent, Mr. S. F. Lynch, and the General Passenger Traffic Manager, Mr. J. V. Lanigan. These officials expressed regrets that Negro passengers had suffered such undue humiliation and discrimination. They stated that the extra second section train was added because of crowded wartime travel but were unable to fully explain why Negro passengers were required to ride the slow baggage section. After two conferences with the committee the officials immediately sent orders to provide equal accommodations for Negro passengers on the first section without discrimination. They also stated that orders would be sent to their trainmen operating in the South to provide the same equipment and coaches for Negro passengers as for white passengers, special efforts will be made to see that the coaches are kept as clean as war time conditions permit, and that passengers will receive courteous service regardless of race or color. The officials further stated that they would appreciate all complaints of discrimination or discourtesy to be reported to their office so that they could take steps to correct them. 3-17-44

The members of the committee were Reverends E. P. Murchison, chairman; H. W. Evans, St. Paul C. M. E. Church; D. D. Turpeau, Indiana Ave. Methodist; J. L. Roberts, Coppins Chapel, A. M. E. Church, C. F. Rush Lincoln Memorial Congregational Church; B. F. Smith, Methodist; J. L. McGowan, Baptist, each member made helpful contributions in helping establish a better policy toward Negro passengers on the Illinois Central.

FORMER TEACHER WINS $1500 AGAINST BUS COMPANY IN ST. LOUIS

Kansas City Call & Post-Dispatch — Seattle, Wash.

3-16-44

ST. LOUIS, Mo.—Miss Maggie Mack, who was asked $500 actual damages for bodily harm and $20,000 punitive damages because the bus driver called a policeman when she refused to change seats. Miss Mack said the policeman slapped her and shoved her into seat.

Mack, former Negro school teacher at Springfield, Mo., now working in an aviation plant in Milwaukee, Wis., has won a $1,500 court judgment for being forced to move from a front to a rear

30-1943
Washington Tribune
Washington, D. C.

Minister, Beaten on Train, Sues Railway for $50,000

JAN 23 1943

The Rev. J. C. Jackson, 76-year-old Hartford, Conn., minister, who was beaten by a white passenger while he was traveling through Alabama, September 7, filed in the Supreme Court of the State of New York suit for $50,000 against the Southern Railway Company, it was announced this week by the National Association for the Advancement of Colored People.

The case is being handled by the law firm of Hays, St. John, Abramson and Schulman. Associated with the firm on this case is Gerald Weatherly, white Georgia-born member of the Texas bar.

JAN 23 1943

The Southern Railway is being sued on the grounds that a public carrier is responsible for the safe delivery of its passengers to their destinations and the protection of such passenger against harm inflicted by fellow passengers if the proper authorities have been duly warned of the imminence of such harm.

While riding as a first class passenger enroute to Memphis, Tenn., to the Baptist Convention, the Rev. S. A. Young was struck in the face by J. T. Hudson, of Decatur, Ala., who at the time of striking is alleged to have shouted to Young, who was passong through the white coach, "Don't come through here. Niggers have been coming through here all day and I'm tired of it." Shortly afterward Young reported this to the conductor.

Inasmuch as the conductor was informed of the striking by J. T. Hudson of the Rev. S. A. Young, 60-year-old Washington minister and traveling companion to the Rev. Mr. Jackson and of Hudson's threats fully a half hour before Hudson's attack on the Rev. Mr. Jackson, the plaintiff claims that the conductor had ample opportunity to restrain Hudson or eject him from the train.

The Plaindealer
Kansas City, Kan

CLERGYMAN WAS VICTIM OF DIXIE WHITES

JAN 22 1943

New York, N.Y.—The Rev. J. C. Jackson, 76-year-old Hartford, Connecticut, minister who was beaten by a white passenger while traveling through Alabama, Sept. 7, 1942, filed in the Supreme Court of the State of New York suit for $50,000 against the Southern Railway Company, it was announced this week by the National Association for the Advancement of Colored People. The case is being handled by the law firm of Hays, St. John, Abramson and Schulman. Associated with the firm on this case is Gerald Weatherly, white Georgia-born member of the Texas bar.

The Southern Railway is being sued on the grounds that a public carrier is responsible for the safe delivery of its passengers to their destination and the protection of such passengers against harm inflicted by fellow passengers if the proper authorities have been duly warned of the imminence of such harm.

JAN 23 1943

While riding as a first class passenger enroute to Memphis, Tenn., to the Baptist Convention, Rev. S. A. Young was struck on the face by J. T. Hudson of Decatur, Ala., who at the time of striking is alleged to have shouted to Young who was passing through the white coach, "Don't come through here. Niggers have been coming through here all day and I'm tired of it." Shortly afterward Young reported this to the conductor.

Inasmuch as the conductor was informed of the striking by J. T. Hudson of the Rev. S. A. Young, 60-year-old Washington minister and traveling companion to Rev. Jackson and of Hudson's threats fully a half hour before Hudson's attack on Rev. Jackson, the plaintiff claims that the conductor had ample opportunity to restrain Hudson or eject him from the train.

Journal & Guide
Norfolk, Va.

Railroad Sued By Minister

Pastor, Beaten, Demands $50,000 Of Southern Co.

JAN 23 1943

NEW YORK, N. Y. — The Rev. J. C. Jackson, 76-year-old Hartford, Conn., minister who was beaten by a white passenger while traveling through Alabama last September filed in the Supreme Court of the State of New York suit for $50,000 against the Southern Railway Company, it was announced last week by the National Association for the Advancement of Colored People.

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JAN 23 1943

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CONDUCTOR INFORMED
JAN 23 1943

While riding as a first class passenger enroute to Memphis, Tenn., to the Baptist Convention, Rev. S. A. Young was struck on the face by J. T. Hudson of Decatur, Ala., who at the time of striking is alleged to have shouted to Young who was passing through the white coach, "Don't come through here. Niggers have been coming through here all day and I'm tired of it." Rev. Mr. Young reported this to the conductor, it is claimed.

Inasmuch as the conductor was informed of the striking by J. T. Hudson of the Rev. S. A. Young, 60-year-old Washington minister and traveling companion to Rev. Mr. Jackson, and of Hudson's threats fully a half hour before Hudson's attack on Rev. Mr. Jackson, the plaintiff claims that the conductor had ample opportunity to restrain Hudson or eject him from the train.

Pittsburgh Courier
Pittsburgh, Pa.

Another Road Grants Equal Accommodations

FEB 6 1943

MOBILE, Ala., Feb. 18—A two-year fight ended here last week when the Gulf, Mobile and Ohio Railroad Company agreed to provide equal accommodations on coaches to Negroes, it was announced by J. F. LeFlore, chairman of the Regional Conference of Southern Branches of the NAACP.

Constitution
Atlanta, Georgia

Disturbance on Bus Results in Shooting

BIRMINGHAM, Ala., June 21.—(AP)—City Detective C. L. Pierce said that a disturbance on a bus today resulted in the shooting of Steve Cecil Edwards, 27, Negro, by the motorman and a special officer for a local industrial plant.

JUN 23 1943

Edwards' condition was described as serious but not critical.

Pierce said his investigation showed that Edwards was sitting in the section reserved for whites, and Motorman J. B. Braswell asked him to move to the Negro section. Following a dispute, the Negro struck Braswell, who fired twice, the detective said. The Negro was charged with disorderly conduct.

White Lieutenant Ignores South's Custom, Rides in Cab With Negroes

FT. McCLELLAN, Ala.—(ANP)— An incident of unusual proportions took place last week at Ft. McClellan when a white cab driver picked up two Negro soldiers to take to Anniston. The cab had progressed only a few hundred feet when a white lieutenant signaled the driver to stop.

The driver looked around and sputtered. "You can't ride in this cab," he cab!"

The white lieutenant crawled into the cab and sat between the two Negro soldiers. The driver turned red but sped through the M. P. gates amid wide staring eyes. The Negro soldiers, one a sergeant, asked the lieutenant where he had been stationed before coming to Alabama?

The lieutenant smiled. "Hell, I'm from New York where a colored man and a white man ride in cabs side by side. I'm in the SAME army as you boys, and if this cab is good enough for YOU, it is good enough for ME."

When the cab came to a halt the driver smiled and said: "Well, mister, I ain't for this southern justice either—you see, I was born in Chicago."

Chicago Bee
Chicago, Illinois

NAACP to Take Case of Negro Shot by Motoman

JUL 17 1943

BIRMINGHAM, Ala., July 15. —Steve C. Edwards, Negro, who was shot by a bus motorman and plant special officer, taken for legal action by the NAACP branch here, itman and the special officer. was a passenger on the Birmingham Electric Co. bus. He was seated in the section and was asked to move to the rear. Edwards asked for a return of his fare and was shot by the motorman and once by a special officer, who was a passenger. No charges were made against Edwards, through his lawyer, Atty. Chester Austin, said that the decision would be appealed. Edwards was summarily fined $50. Judge Martin indicated that the penalty was "very light" in view of the great pain Edwards has already suffered.

Joseph Lester, a white witness, disputed the bus driver's version of the incident. He said that Edwards has been taken for return of his fare by the driver told Edwards to "crawl out." Edwards refused and that the driver smiled and said: "found guilty" in police court last week of disorderly conduct charges growing out of the bus incident during which he was shot twice by the driver and once by a special officer, who was a passenger. The shooting occurred on June 21.

Shooting Victim Draws $50 Fine

BIRMINGHAM, Ala., Aug. 5 —(ANP)—Steve C. Edwards was "crawl out." Edwards contended that the motorman reached for his fare and the driver smiled and said: "Well, mister, I ain't for this southern justice either—you see, I was born in Chicago."

Birmingham Age-Herald

BUS PASSENGER IS SHOT THREE TIMES

Shot three times by a bus motorman and a war plant special officer, Steve C. Edwards, 27-year-old Negro, was in a serious condition Monday at Hillman

DIVISION OF BEHAVIORAL SCIENCE RESEARCH

Hospital.

A passenger on the Avenue F bus of Birmingham Electric Company, Edwards was seated in the white section and was asked to move to the rear by J. B. Braswell, motorman, according to Detectives C. L. Pierce and J. R. Norrell.

Edwards protested and said he would take his fare back and get off, the detectives said. Both the Negro and the motorman then got off the bus, and, according to the detectives, the Negro hit Braswell. During the scuffle which followed, Braswell drew his gun and shot Edwards twice, the detectives said, adding that the plant special officer, W. L. Henderson, a passenger on the bus, also shot the Negro. The fight occurred at Sixth Avenue, South, and Eighth Street.

Hillman Hospital attendants said the man had been wounded twice in the right arm and once in the stomach. Edwards, who lives at 727 Eighth Street, South, was to have been inducted into the Army Friday. A charge of disorderly conduct was placed against Edwards.

COMPLAINT FILED AGAINST RAILROAD CO

Mobile, Ala., July 23—A complaint charging that he had difficulty in getting a Pullman seat for himself and Alfred S. Crishon on June 19, until the general passenger agent intervened, has been filed for J. L. LeFlore, NAACP official here by the national office of the NAACP.

The complaint also pointed out that the train conductor of the Gulf, Mobile and Ohio Railroad told the Negro steward never to serve colored passengers in the diner along with white people.

The complaint states that on their return trip from Meridian Mississippi, to Mobile, Alabama, LeFlore and Crishon were told by the Pullman porter that he'd been instructed to sell space to Negroes only in enclosed areas and not in the body of the cars. Mr. LeFore and Mr. Crishon were able to get breakfast in the diner only at a time when no whites were present and could not get dinner or lunch, for whenever they presented themselves, the steward stated that he was not permitted to seat colored people while white people were in the diner.

The NAACP has called upon the Interstate Commerce Commission to investigate the case and to take effective steps to compel the railroad to end instances of discrimination in the future.

The Plaindealer
Kansas City, Kan

STREET CAR CONDUCTOR BEATS WOMAN WITH BUTT OF GUN

Birmingham, Aug. 20. (ANP) —A warrant charging assault and battery was sworn out Wednesday in Warrant Clerk Brook's office by Mrs. Willie Mae Monroe, 31, against Thomas V. Weaver, white, street car conductor here. Mrs. Monroe said that the conductor got off the car, slipped up behind her and knocked her down with his fist, struck her on the temple with the butt of his gun and then pressed the barrel of the weapon against her stomach. The motorman, she said, came to her rescue, pulling the conductor away and begging him not to shoot.

She said the trouble began as she was riding to work early Tuesday. She contended that though she had rang the bell, the trolley carried her two blocks beyond her stop. As she was getting off, the bruised woman said, she reminded the conductor that the car had carried her beyond her stop.

The conductor, she said, cursed her and said that she should have rung the bell and moved to the door. "I told him that I did ring the bell, but I couldn't get any closer to the door because the car was so crowded," she said.

When she got off, Mrs. Monroe said, the conductor signalled with the bell for the car to continue, but suddenly changed his mind and signalled for it to stop. Getting off, the conductor, she said muttered, "I don't allow niggers to talk to me that way," and then struck her from behind with his fist. She admitted that she fought him with an umbrella.

The victim, a domestic worker exhibited a bandage around her head. She said that her injuries required medical attention and absence from work.

Adopt New Jim Crow Ordinance

Chicago Defender

Chicago, Ill.

GADSDEN, Ala. — A new ordinance was adopted by the City Commission Tuesday, regulating the separation of races on buses and other transportation systems within the corporate limits of Gadsden, and territory within its police jurisdiction.

The new ruling thus repeals the old law, which did not conform in all respects with the state law, it was stated.

The new ordinance requires all passenger stations to have separate waiting rooms and ticket offices but accommodations must be equal.

All vehicles carrying passengers for hire shall at all times provide equal but separate compartments on each vehicle by dividing the same by partition constructed of wood, metal, strong cloth or other material so as to obstruct the vision between sections and shall also distinguish the sections for the separate accommodations of the races.

The conductor or agent in charge of any vehicle is authorized and required to assign each passenger to the division of the vehicle designed for the race to which such passenger belongs.

White Girl Defies Dixie R. R. Jim Crow

New York, N. Y.

Southerner Challenges Seating Arrangement On Train Out of Washington

KNOXVILLE, Tenn., (ANP)— "The Declaration of Independence says 'all men are created equal.' You are just as good as I am and I told that conductor I am no better than you are. This is America."

With these words a young southern white girl challenged the jim crow seating arrangement of the Washington-New Orleans train 41, Southern Railroad, last week, as she was taken from the train by an officer in Attalla, Ala.

Protesting the conductor's orders forbidding her to use the lavatory or sit in the jim crow coach, the young woman defied the conductors again and again, finally shouting for democracy and freedom she was forcibly taken from the train, bag and baggage, in Attalla (not too far from infamous Scottsboro). The name of the girl could not be ascertained.

Man, Shot By Bus Driver, Fined $50 By Ala. Court

Chicago Defender

Chicago, Illinois—

BIRMINGHAM. (ANP) — Steve C. Edwards was "found guilty" in police court here recently of disorderly conduct charges growing out of the bus incident during which he was shot twice by the driver and once by a special officer, who was a passenger. The shooting occurred on June 21.

Edwards, through his lawyer, Atty. Chester Austin, said that the decision would be appealed. Edwards was fined $50. Judge Martin indicated that the penalty was "very light" because of the great pain Edwards has already suffered.

Judge Martin in announcing his verdict said that the evidence clearly showed that Edwards by his "belligerent and defiant attitude precipitated the trouble." The bus driver, W. B. Braswell, testified the trouble developed from a complaint from a white woman passenger about the crowd. He asked Special Officer W. L. Henderson to see whether there was any more room where the colored passengers could "move back" and had been told that there was a little.

He said he warned that those who did not get back could get off a that a voice in the crowd said he would get off for the return of his fare, and that he stopped the bus. The driver said that Edwards came forward, asked for 14 cents. He questioned his request for two fares back since Edwards did not explain, and that at that point Edwards began crowding me."

He accused Edwards of cursing and "talking smart to a white man" and said that in the exchange of words Edwards swung at him and "I went out of the door with my pistol to keep from hurting anybody." Outside he admitted shooting Edwards twice, but claimed it was in self-defense.

Henderson gave the same testimony, but added that he shot Edwards once when Edwards grabbed at him, although he had already been wounded twice.

Joseph Lester, a white witness, disputed the bus drivers' version of the incident. He said that Edwards asked for return of his fare and that the driver told Edwards to "crawl out." Edwards, the witness said, contended that he did not have to crawl out, whereupon the motorman reached for his pistol and pulled Edwards out of the door. White women in the bus, he said, pleaded with the driver against violence.

Edwards, on crutches, testified that when he went for his fare, the driver "reached in a little green box and got a pistol and grabbed me in the collar and pulled me out the door." He said he grabbed the pistol to prevent the driver from shooting him. He said that Henderson then leaped out with his pistol in hand and "tried to shoot me in the back" but that he was jerked off his balance, sending the bullet into his side.

No charges were made against the quick trigger bus driver, nor the special officer.

30-1943
Chicago Defender
Chicago, Illinois

Ark. Governor Signs Bill For Jim Crow Buses

LITTLE ROCK. — The segregation of Negro bus passengers in the state of Arkansas was made legal Saturday when Governor Adkins signed the much-discussed Foster bill, requiring separation of the races on buses and street cars.

The bill has been amended twice. Once in committee to eliminate the requirement that signs divided the sections reserved for each race, and again in the House to exempt street buses in the larger cities.

Journal and Guide
Norfolk, Virginia

LITTLE ROCK, Ark.—The bus was almost filled; white people taking seats from the front back—colored people from the back front. A Negro soldier got on. His Sam Browne belt was pulled in smartly. He was very straight and very young. On each shoulder gleamed a gold bar. He looked about for a seat. Halfway in the bus sat a while soldier—clean cut slender and also very young.

His shoulders likewise carried a gold bar. The seat beside him was empty. He looked up at the Negro officer and said, "Sit down." The Negro officer did so and they began a lively conversation — "Where's your home?" "How long you been in?" "I'm stationed at Camp Robinson." "So am I!" Just two young men, interested in the same things, a little homesick.

It was obvious that the motorman had observed the incident. It soon became obvious that he was going to continue driving. But one white passenger had other ideas. With an angry snort he rose, went forward and in a not too low voice addressed the motorman.

"IT'S THE LAW"

We heard the word "nigger." The motorman's shoulders sagged. He stopped the bus, sighed deeply, and got up. As he did so he regarded the man who had accosted him with an expression of extreme distaste. I think the motorman was very, very tired.

But he came back to the two soldiers and, looking vaguely in their direction, said briefly, "Sorry, you'll have to move." Both looked up. The white officer asked "Mo[illegible] what you mean?" The motorman swallowed, "It's the law."

"...the hell . . . " started the white officer angrily.

The colored officer touched him lightly. "I understand." He smiled quietly. "Soldiers do not break the law."

THEY STAND TOGETHER

The motorman regarded the brown man as he stood up. He wanted to say something. But he only sighed again, went back to his seat, and started the bus with a jerk which nearly threw us all to the floor.

The officer who remained seated stared out the window for a few moments. A dull, red flush was creeping up behind his ears. He coughed, shuffled his feet, squared his shoulders and then, with an awkward gesture he jerked himself to his feet. His voice cracked like any college freshman's as he shouted, "I feel like a god-dammed fool! Maybe they will let us STAND together."

And he grabbed himself a strap.

The motorman turned around. He was grinning. "You're right, sir!"

TENSION RELAXED

The tension relaxed. A sigh of relief rippled along the bus. The man who had objected got off at the next corner and everybody smiled happily at each other, and at the two soldiers.

Soldier Beaten Because He Kept Jim Crow Seat

Little Rock, Ark.—What was whispered by observers as another victory for the Japanese Nazi forces was evidenced Saturday here at the union station when Lt. John W. Fletcher, an interstate passenger of New Haven, Conn., was taken from the Missouri Pacific special mail train after being handled by a special agent for his refusal to be shifted from one end of the jim crow car he was already seated as comfortably as could be expected to make room for white passengers who had already filled the cars alloted to them under the state laws of separation.

Interstate Passenger

It is reported that Lt. Fletcher boarded the train in New York City in company with a group of his fellow officers (white) enroute to rejoin his company, 354 Engineers G. Service Regiment, stationed at Camp Maxie, Texas, and everything went smooth until Little Rock was reached. Even in St. Louis where changes were made to the Missouri Pacific train for Little Rock, all officers and soldiers, more or less, seated themselves in the front coaches with no noticeable knowledge of jim chowism, and the company of all soldiers was enjoyed until this city was reached, and then hte conductor began seating all whites in the rear of the train leaving the front for the colored passengers, and after finding that the cars alloted for the whites were insufficient to accommodate them, began arousing the colored passengers from their seats in their cars to accommodate the other passengers, which was objected to by the colored who felt that they were in the right by observing the state law by being separated and upon the refusal of Lt. Fletcher in moving, the military police (white) were summoned and ordered by the railway authorities to have the officer, which they refused.

Camp Headquarters Called

Upon the refusal of the MP's to remove the officer, the Provost Marshall's office at Camp Joseph T. Robinson was reached, and it is said that a Col. Johnston from that office ordered the MP's to remove the officer, and when the officer refused to move again and the MP's still refusing to touch him, the special agent, it is said, assisted by others, pulled his (the officer's) glasses off and manhandled him and put him off the train, still insisting that the MP's club him. He was held until his colonel at Camp Maxie, Texas, was reached and ordered his release here to report to him there.

Train Held Up

It is stated that several white soldiers and officers pleaded with the railroad authorities to not molest the officer, and several including a white woman, have given the officer their names and addresses as witnesses in whatever action he elects to take toward the railroad. This action of "democratic principles" is said to have held up the special mail train 1 hour and 5 minutes.

30-1943
Kansas City Call
Kansas City, Mo.

Need Bus Drivers But Won't Employ Negroes

JAN 1 - 1943

LOS ANGELES — (ANP)—Following the information secured by a militant citizens committee that there were 300 cars and buses idle because the Los Angeles railway will not hire colored men and women as crews, the indignation of local Negro citizens rose to new heights last week.

A mass meeting of 1,500 was held at First AME church on Sunday afternoon under auspices of the Negro Victory committee, the N. A. A. C. P. and the National Negro congress. Three leading ministers took an active part in the mass meetings.

JAN 1 - 1943

They were Revs. Clayton D. Russel of the Independent Church of Christ, J. Raymond Henderson of Second Baptist church, and Frederick Jordan, host of the epochal gathering.

A committee appointed to present positive demands to the officials of the railway is determined to carry the matter to the highest authorities at Washington if they continue to ignore plans to let down the color bar. The committee estimated 30,000 workers as being hampered in the war effort because of lack of transportation facilities while adequate cars and busses stand idle.

JAN 1 1943

The committee includes Hardy Black, chairman; Mrs. Charlotte A. Bass, editor of the California Eagle; Rev. Russel, Mrs. Mary Lou Rosser, Mr. M. Cooley, Rev. Henderson, Rev. Jordan, Claude McKinney and Mrs. Naomi Tucker.

Another matter taken up by the committee was a continuation of action to break down bars against colored tenants in a number of federal housing projects in the city limits.

Protest Group To Sing Spirituals In Front Of Jim-Crow Railway

JAN 9 - 1943

The Informer Houston, Texas

JAN 9 - 1943

LOS ANGELES—(A N P)—On a day in the near future in the busy corner where the Los Angeles building is located there will be an unusual event. For 50 or 60 Negro singers will stand in front of the main office on the ground floor and sing some of the most beautiful and stirring Negro spirituals. There will be no hurling of taunts or insults at officials who have thus far turned a deaf ear even to the FEPC as well as many civic bodies and local leaders who have been urging them to hire badly need bus men and car crews. Instead these religious songs that have admittedly added so much to the culture of America, now fighting for democracy and its own life, will be poured forth in notes musical to the ear and moving to the heart.

JAN 9 - 1943

The idea was originated by Laon H. Washington, Jr., who started a fight against the Los Angeles Railway Co in 1939 when in his militant newspaper, the Sentinal, he published photographs of track laborers of all nationalities laying new rail down Central Avenue through the heart of the Negro district, but without one Negro workman in the throng. Since then he has continued his fight, increasing it when the draft and war work depleted the company's manpower until now 500 cars and buses are idle. White women have been trained as rapidly as possible to relieve the situation, but with even sufficient numbers of these unavailable colored women have been turned down daily.

Washington feels that with this musical demonstration many friends among the whites, uninformed as to the situation, will voluntarily join their protest since the action of the company is hindering war work. In fact he and a number of other leaders decided on their present plans after dropping their first intention to appeal directly to the white women of the city. Through open letters in local papers, they were going to ask them if they were willing to stand by and let prejudice make it double hard for war workers to reach the factories where their own sons and husbands were turning out guns for their sons and brothers and husbands abroad. The later plan is considered more impressive, especially with the famous and adores "Go Down Moses, Let my People Go!"

CALIFORNIA
Kansas City Call
Kansas City, Mo.

Say Southern Pacific's Hospital Plan Not Fair

JAN 29 1943

OAKLAND, Cal. — (ANP) — Charges that the Southern Pacific Railroad company is discriminating in providing medical care and hospitalization for its sick Negro employes were lodged against the carrier earlier this week by Mrs. Joseph Easley.

Mrs. Easley said her husband, general chairman of the Cooks and Waiters Local 456 and 582, suffered a paralytic stroke in the family residence here, but that six hours after she had notified G. W. McKinnon, superintendent of the West Oakland commissary, aid had not arrived.

The ailing man's wife said Easley has been an employe of the carrier for 20 years, and that the medical service was guaranteed through premiums paid into a company group health insurance policy. Mrs. Easley said her husband was assessed $1.75 per month and that he had paid in some $325 for the service.

When company officials failed to send a physician, a private ambulance was hired and Easley was moved to the Southern Pacific hospital. Attendants at the hospital, charges Mrs. Easley, refused to admit the sick man for 45 minutes, demanded an admission slip and an explanation why a private ambulance was engaged.

The protests of Mrs. Easley and T. W. Anderson, union secretary, over technicalities under the urgency of the situation finally prevailed, but only after Easley had suffered a complete collapse and fear was expressed for his life it is alleged.

JAN 29 1943

Easley was assigned to a cot in the basement in jim crow ward along with other Negro patients. Mrs. Easley said it is for this kind of treatment that 1,700 Negro employes of the railroad are assessed the $1.75 per month.

When notified of the case Leon H. Washington Jr., publisher of the Los Angeles Sentinel, came to Oakland to investigate and probe other forms of discrimination practiced against Negro or northern California.

JAN 29 1943

"We have pointed out consistently that the Southern Pacific is a hot-bed of un-American racial prejudice," he said upon his arrival here. "In coming to Oakland it was necessary for me to call on the telephone and pretend that I was white in order that I might get two seats together and a decent place on the car.

"It is also common knowledge on the coast that Negro passengers on Southern Pacific trains have special seats in front and back of the cars. We have protested this treatment and we are demanding now that the state railroad commission investigate these tactics."

Soldiers Charge They're Barred from Dining Cars

MEMPHIS, (ANP).—Colored service men, returning home on furloughs from military posts in the Far West, have repeatedly complained that western railroad companies refuse to sell them food from the diner while white soldiers have kept the diners filled.

Latest instance involved fifteen colored soldiers who last week had to ride all the way from El Paso, Texas, 16 hour Worth a nine-hour trip, before they could get a morsel of food.

Pfc. Richard Jones, of the 33rd Aviation Squadron, Minter Field near Bakersfield, Calif., told 24 hour straight refusal of the steward and waiters on the Texas and Pacific Railroad to sell them food, even in the colored coach. "There wasn't even cold water to drink on the coach," he said.

JUN 24 1943

Chicago, Illinois
McWilliams Postscript

Sirs:

A postscript to your review of Carey McWilliams' excellent book, *Under the Skin*, appearing in your issue of May 24:

Recently in a San Antonio bus I saw a Negro girl of about 18 ejected from the one remaining empty seat in the crowded vehicle, to sit next to a white woman. And . . . it wasn't the white woman who raised the fuss but a soldier of the U.S. Army, sitting across the aisle. He threatened to report the bus driver to transit company officials if the girl wasn't made to move. There was no place to move to, so she had to stand next to the driver to transit company officials if the girl wasn't made to move. There was no place to ride. . . .

What's the matter with us? Will he's going to make when sent overseas to represent America in its program of securing for the peoples of every race freedom from the fear of domination! . . .

(Pvt.) Donald Gross
San Antonio

JUN 28 1943

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 82

30-1943
Daily World
Atlanta, Ga.

Conviction Of Girls In Bus Case Appealed

1/19/43

Had Refused To Occupy Rear Seats In Virginia

WASHINGTON ,D. C. — (SNS) —The conviction of Carolyn K Johnson and Mildred I. Turpin Negro clerks in the Navy Department on a charge of violating the Virginia jim crow law on a bus was appealed here this week by James H. Raby of Alexandria, Va. in appealing the decision of Judge M. B. Hedrick of the Arlington County Court, Arlington, Va., Mr. Raby represented the National Association for the Advancement of Colored People.

The arrest of Misses Turpin and Johnson at the instigation of the Arlington-Fairfax bus driver was declared by the NAACP to be a violation of an agreement which the Association has with bus lines for the transportation in non-segregated seats of government workers to federal buildings in nearby Virginia.

1/19/43

Miss Johnson and Miss Turpin were arrested shortly after midnight January 7, for failure to observe the Arlington-Fairfax bus jimcrow seating arrangement. The bus driver had demanded that the girls move to the seats in the rear to which they answered that as government employees it was their right to sit anywhere on the bus, but they would get off entirely if the driver would refund their fare. Shortly thereafter, four Virginia police officers arrived in a police car, boarded the bus and arrested the two clerks.

Amsterdam Star-News
New York, N. Y.

MADE TO SPEND NIGHT IN PRISON NEAR CAPITAL

Fact Covering Federal

Workers Violated, NAACP Charges

The Washington Bureau of the NAACP asserted this week the arrest of two Negro girl clerks for occupying non-segregated seats in a bus at the instigation of an Arlington-Fairfax bus driver is a violation of an agreement the NAACP has with the bus line carrying government workers to Federal buildings, in nearby Virginia and announced it is contemplating legal action. It had been understood that passengers would not be segregated.

The young women, Carolyn K. Johnson and Mildred I. Turpin, clerks in the machine and statistics division of the Navy Department at the Navy annex building, Arlington, Va., were arrested shortly after midnight Jan. 7 for failure to observe the jim crow seating arrangement, Leslie Perry of the NAACP disclosed this week.

Miss Johnson and Miss Turpin boarded the bus which was waiting to pick up the Navy employees just outside the government grounds. As had been their custom, they took seats in front. Other colored passengers were sitting throughout the bus. The driver demanded that the girls move to the seats in the rear to which they answered that as government employees it was their right to sit anywhere on the bus, but they would get off entirely if the driver would refund their fare. Shortly thereafter four Virginia policemen arrived and arrested the two clerks. The girls were not permitted to telephone their relatives and were obliged to spend the night in a cell.

Arraigned before Judge B. M. Hedrick of the Arlington County Court, the girls pleaded their innocence and were fined $5 and cost of court. Sentence was suspended.

JAN 2 3 194

Guardian
Boston, Mass

NAVY GIRL CLERKS JAILED WERE NOT IN JIM CROW BUS SEATS

JAN 16 1943

WASHINGTON — (ANP) — Two women, Carolyn K. Johnson and Mildred I. Turpin, clerks in the machine and statistics division of the Navy department at the Navy annex building, Arlington, Virginia, were arrested shortly after midnight, January 7 for alleged failure to observe the Arlington-Fairfax bus jim crow seating arrangement, Leslie Perry of the NAACP Washington Bureau disclosed this week. Perry, who went to the Arlington courthouse as soon as the girls' arrest was learned, made an immediate investigation of the facts, and the court record.

Miss Johnson and Miss Turpin boarded the bus which was waiting to pick up the Navy employees just outside the government grounds. As had been their custom, they took seats in the front of the bus. Other colored passengers are alleged to have been sitting throughout the bus. It is reported that the bus driver demanded that the girls move to the seats in the rear, to which they answered that as government employees it was their right to sit anywhere on the bus, but they would get off entirely, if the driver would refund their fare. Shortly thereafter, four Virginia police officers arrived in a police car, boarded the bus and arrested the two clerks. The girls were not permitted to telephone their relatives or friends and were obliged to spend the night in a cell.

Arraigned before Judge B. M. Hedrick of the Arlington County Court, at 9:30 in the morning, the girls were fined $5 and cost of court. Sentence was suspended.

JAN 16 1943

The Washington Bureau of the NAACP stated that the arrest of the girl clerks for occupying non-segregated seats is a violation of an agreement the NAACP has with the bus line carrying government workers to federal buildings, in nearby Virginia, and announced it is contemplating legal action.

D.C.

2 Women Ask $40,000; Railway Refused Meals

Washington Tribune, Wash., D.C.
JAN 2 - 1943

Dr. Virgina M. Alexander, of 1830 Sixteenth Street, Northwest, and her sister-in-law, Mrs. Sadie T. M. Alexander, attorney, of Philadelphia, on Tuesday filed a $40,000 damage suit against the Southern Railway Company and the Washington Terminal Company for alleged racial discrimination in the serving of meals on the railroad

According to the complaint for damages for "wrongful refusal of services" they were refused dining car services while passengers on an Atlanta-bound train, the Crescent on November 7, 1941, and again the following morning.

The complaint says the action was justified on the grounds of the State statutes in Virginia, North Carolina, South Carolina, and Georgia, dealing with race segregation, but the women assert they were deprived of rights secured by the 14th Amendment to the Constitution and the Interstate Commerce Act.

JAN 2 - 194

Washington Terminal Company was named a defendant because, the plaintiffs allege, they were refused dining car service before the train pulled out of Union Station. The women qualify this charge, however, by stating that if the two defendants did not jointly operate the dining car at the station, then the Southern Railway Company operated it.

JAN 2 - 1943

Attorney Charles H. Houston represented Dr. Alexander and her sister-in-law.

Washington Post
Washington, D. C

Railroad Sued By Negro Minister For Attack on Train

APR 2 1943

The Rev. Samuel A. Young, Negro Baptist minister, 1219 Girard Street Northwest, yesterday petitioned District Court to order the Southern Railway System to pay him $25,000 damages because of an alleged assault on him on a train between Decatur and Scottsboro, Ala.

Attorney George A. Parker, who filed the petition, said the minister with a group, was en route to a Baptist convention in Memphis, Tenn. All had Pullman reservations, but the minister was attacked by a white man as the group passed through other cars en route from the diner, Parker said. Threatening remarks had been made as they went to the diner, the attorney said.

The suit charges that the railway employes, though told of the situation, failed to properly protect the minister, who was a passenger.

Cong. Rowan Seeks to End D.C. Jim Crow

MAR 2 1 1943

Chicago

WASHINGTON, D. C., March 18. — Congressman William A. Rowan of the Second District, Illinois, introduced a bill in the House of Representatives recently to end discrimination in public places in the District of Columbia.

MAR 2 1 1943

The bill will "assure to all persons within the District of Columbia full and equal privileges of places of public accommodation, resort, entertainment and amusement, and for other purposes."

MAR 2 1 1943

It will ban discrimination on account of race, color or creed and will hold liable to revocation of license every person "engaged in or exercising control over the operation of such places" under the act, to be known as the "Equal Rights Law of the District of Columbia."

Chicago Defender
Chicago, Illinois

Two Navy Clerks Appeal Jim Crow Case In Virginia

MAY 29 1943

MAY 29 1943

WASHINGTON— The conviction of two Negro Navy Department clerks charged with violating the Virginia jim crow law was appealed this week by the NAACP.

The NAACP -ttorneys represent- ing the two clerks, Mildred I. Turpin and Caroline K. Johnson, have filed a brief with Judge Walter McCarthy of the Circuit Court of Virginia, attacking the constitutionality of the Virginia statute requiring the separation of white and colored passengers on public conveyances with the jim crow seating arrangement in accordance with the practice. Upon refusal they were arrested and found guilty the next morning by Judge B. M. Hedrick of the Arlington County Court. They were given suspended sentences.

MAY 29 1943

The clerks were employed in the Navy annex at Arlington, Virginia, and were returning to their homes in Washington. They boarded the bus and took seats in front. The bus driver demanded that they take seats in the rear to which they answered that as government employees it was their right to sit anywhere on the bus, but they would get off entirely if the driver would refund their fare. Shortly thereafter four Virginia policemen arrived and arrested the two clerks. The girls were not permitted to telephone their relatives and were obliged to spend the night in a cell.

Arraigned before Judge B. M. Hedrick of the Arlington County Court, the girls pleaded their innocence and were fined $5 and cost of court. Sentence was suspended.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 82

White Officer Doesn't Like Bus Jim Crow And Shows It

Chicago Defender MAY 1943 Chicago, Illinois

(Defender Washington Bureau)

WASHINGTON — Shirley Graham, well-known author writing in the May issue of "Common Sense," tells the following human interest story of southern bigotry and real democracy.

MAY 15 1943

The bus was almost filled; white people taking seats from the front back—colored people from the back front. A Negro soldier got on. His Sam Browne belt was pulled in smartly. He was very straight and very young. On each shoulder gleaned a gold bar. He looked about for a seat.

MAY 15 1943

Halfway in the bus sat a white soldier—clean cut, slender and also very young: His shoulders likewise carried a gold bar. The seat beside him was empty.

MAY 15 1943

He looked up at the Negro officer and said, "Sit down." The Negro officer did so and they began a lively conversation—"Where's your home?" "How long you been in?" "I'm stationed at Camp Robinson." "So am I!" Just two young men, interested in the same thing, a little homesick.

It was obvious that the motorman had observed the incident. It soon became obvious that he was going to continue driving. But one white passenger had other ideas. With an angry snort he rose, went forward and in a not too low voice addressed the motorman. We heard the word "nigger."

MAY 15 1943

The motorman's shoulders sagged. He stopped the bus, sighed deeply, and got up. As he did so he regarded the man who had accosted him with an expression of extreme distaste.

MAY 15 1943

But he came back to the two soldiers and, looking vaguely in their direction, said briefly, "Sorry, you'll have to move." Both looked up.

The white officer asked, "Move? What do you mean?"

The motorman swallowed. "It's the law."

"What the hell . . ." started the white officer angrily.

The colored officer touched him lightly. "I understand." He smiled quietly. "Soldiers do not break the law."

MAY 15 1943

The motorman regarded the brown man as he stood up. He wanted to say something. But he only sighed again, went back to his seat, and started the bus with a jerk which nearly threw all to the floor.

The officer who remained seated stared out the window for a few moments. A dull, red flush was creeping up behind his ears. He coughed, shuffled his feet, squared his shoulders and then, with an awkward gesture he jerked himself to his feet. His voice cracked like any college freshman's as he shouted, "I feel like a god-damned fool! Maybe they'll let us STAND together!"

MAY 15 1943

And he grabbed himself a strap.

The motorman turned around. He was grinning. "You're right, sir!"

The tension relaxed. A sigh of relief rippled along the bus. The man who had objected got off at the next corner and everybody smiled happily at each other and at the two soldiers.

MAY 15 1943

Shooting of Negro Soldier Under Probe

Daily Worker New York N.Y.

AUG 28 1943

WASHINGTON, July 27. — The shooting of Negro Private Rubin Pleasant on March 29 by a bus driver because the soldier took a front seat is being investigated by the War Department.

In answer to the National Association for the Advancement of Colored People's demand for a probe into the case, the Adjutant General's office has reported that the investigation shows the bus operator assaulted Pvt. Pleasant with a dangerous weapon "without just provocation or excuse."

The War Department has transmitted the case to Attorney General Francis Biddle with a request that action looking to the prosecution of the bus driver be taken by the Department of Justice. The War Department also asked that appropriate punitive action be taken in this and other cases where soldiers in the Army of the United States are assaulted or otherwise mistreated at the hands of persons not subject to military law.

NAACP attorneys in disclosing the above facts indicate that this may mark the beginning of a new policy on the part of Federal authorities to prosecute civilians charged with attacks on Negro members of the armed forces of the United States.

Attacks Constitutionality Of Law

NAACP Appeals Case Of Naval Clerks In Capital Bus Row

Pittsburgh, Pa. Courier MAY 29 1943

WASHINGTON, D. C., May 27—The conviction of two Navy Department clerks charged with violating the Virginia jim crow law was appealed this week by the NAACP. The NAACP attorneys representing the two clerks, Mildred I. Turpin and Caroline K. Johnson, have filed a brief with Judge Walter F. McCarthy of the Circuit Court of Virginia, attacking the constitutionality of the Virginia statute requiring the separation of white and colored passengers on public vehicles as applied to interstate travel.

The clerks were employed in the Navy annex at Arlington, Va., and were returning to their homes in Washington. They boarded the Arlington-Fairfax bus and took seats in front. The bus driver demanded that they take seats in the rear in accordance with the jim crow practice. Upon refusal they were arrested and found guilty the next morning by Judge B. M. Hedricks of Arlington County Court. They were given suspended sentences.

I.C. Diner Refuses To Serve Soldier

Chicago Defender JUN 26 1943

WASHINGTON—A complaint has been filed with the Interstate Commerce Commission against the Illinois Central Railroad company for refusing to serve breakfast to Cpl. Branch C. Atkinson of Camp Atterbury, Ind. N.A.A.C.P. attorneys prepared the complaint.

The Interstate Commerce Commission has notified the railroad company of the complaint and has called upon the company to answer the charges and to advise the commission "as to the general practice of your company in connection with the furnishing of equal accommodations to persons of the colored race."

80-1943

ENGLAND

Natives Stage 'March'; Bus Fare Too High

Courier

Pittsburgh, Pa.

By GEORGE PADMORE
(Courier London Correspondent)

LONDON, Aug. 19 — Protesting against a decision to increase bus fares on special buses—provided exclusively for natives under South African jim crow transport regulations — 2 [illegible] Negroes recently staged the [illegible] "March to Johannesburg" demonstration in the history of the dominion.

Marching in line, abreast through the streets of Johannesburg during the busiest hour, the Negroes completely disorganized traffic. The demonstrators were mostly low-paid domestics, earning less than $4 a month. Forbidden to live within the European area, servants travel to and fro daily from native ghettoes, called "locations," on special line buses provided by the Johannesburg municipal council, paying fares rated higher than regular bus service for Europeans. To meet the increased gasoline cost, authorities decided to increase fares, despite natives' threats to stage a general domestic strike.

On the exact day that the new tariff went into operation, all domestics assembled at points outside the city limits and staged a converging march. Police mobilized to break up the demonstration, but failed. Authorities have announced withdrawal of every penny of the increase in fare imposed. The victory may inspire similar marches against laws governing poll tax and color bar regulations.

30-1943

Nation
New York, N. Y.

Mason and Dixon's Line

Dear Sirs: An incident occurred on one of the coach cars of the Sun Queen to Florida which deserves, I think, the attention of your readers.

The coach was of the old-fashioned, unventilated, green-plush variety reserved for the duration. The seats were occupied to capacity; baggage which overflowed the racks was piled in the washroom or along the aisles; stops were frequent and interminable.

Good-naturedly accepting a war emergency, we passengers made the best of it with a spirit of solidarity that reminded me of hunger marches and sit-down strikes. General discomfort inspired camaraderie, and the morale in that car was high. Or at least I thought so until the incident occurred which prompts me to write this letter.

I was returning from an unsuccessful attempt to get anywhere near the dining-car when I found myself bucking an inexplicable influx of jostling, perspiring, exasperated people. Since the train was under way, and these passengers could not have boarded it at a station, I asked one of them where they had all come from.

"We've crossed the Mason and Dixon Line," she said, "so they're clearing us out of the Jim Crow car."

By the time I had reached my seat, those who had submitted to this unseasonable eviction had occupied the places of the colored people scattered the entire length of the train, and the latter were streaming toward the segregated car.

I was unhappily reflecting on the contradictions inherent in American democracy when an animated Negro voice behind me attracted my interested attention. I turned around. A colored girl was addressing the conductor: "I paid for this seat," she was saying, "and I will sit in it. I am only asserting my rights as an American citizen in refusing to give it up."

I noticed that there was a Negro man beside her and a Negro woman across the aisle. The three were apparently sticking it out together. I promptly joined them, introduced myself, expressed unqualified admiration of their courage, and promised them active support if things got tough. They thanked me, and I returned to my seat. Presently I ventured another foray on the diner. The matter of waiting in line, and then again waiting to be served, consumed some two or three hours of my valueless time. When I got back, I noticed that the colored trio had disappeared.

Since lights were off and the three soldiers who shared my seat were all sound asleep, I had to wait until morning to learn what had happened. A woman who loaned me her soap in the washroom informed me, with what seemed like very belated indignation, that a deputy sheriff had come into the car at Raleigh and put the three colored people off the train. "You should have seen their luggage!" added my informant, "They had the nicest-looking luggage." I assured her with some impatience that one didn't need to see their luggage to realize the high caliber of the three. They had the courage to protest, under humiliating circumstances, a general inconvenience which should have been protested unanimously by the more submissive white ticket-holders in the Jim Crow car.

I'm sorry I wasn't there when the deputy sheriff boarded the train. I'm sorry I failed to support the Negro girl, as I promised to.

I hope anyone going South in a sit-up car will keep alive the issue she and her two companions raised by refusing to cooperate when the authorities undertake their mass-relocation of passengers, to the greater glory of Hitler, at the Mason and Dixon Line.

POLLY BOYDEN

Miami, Florida, February 24

Afro-American
Baltimore, Md.

Fla. Jury Frees Woman in White Man's Death

JACKSONVILLE, Fla.—Following a two-day trial, an all-white jury in Duval County Criminal Court found Mrs. Mildred Wilson not guilty of the murder of Henry H. Newsome, white.

Mrs. Wilson testified that she used a pocketknife to stab Newsome and another white man who had attacked her husband, Willie Wilson, only when she thought it the only way to prevent them from killing him.

Florida

Jacksonville Mayor Won't Sign Jim Crow Law

Chicago, Illino Chicago Defender

JACKSONVILLE, Fla. — A bill to compel bus drivers to jim-crow their Negro passengers or go to jail, was returned unsigned to the city council by Mayor Alsop, late last week.

The law was agreed upon in council meeting as the only solution to the bus transportation problem, long one of this city's biggest headaches. It was intended to make bus drivers responsible for the seating of their white passengers in the front and colored riders in the rear of the conveyances.

Mayor Alsop, however, gave the opinion that such a bill should not be necessary if residents of the city made up their minds to comply with the present ordinance, and cease the practice of taking advantage of the absence of more rigid enforcement.

Blames White Patrons

He intimated that white passengers were equally as responsible for the difficulties arising from the problem as colored. It is essential, he pointed out, that all citizens assume their "proper places" in the buses without argument or ceremony. "Proper places," it is understood, refer to the front of the buses for white passengers and the rear of the bus for Negroes.

Colored patrons of the city's bus lines contend that white passengers seek to crowd them out of the buses entirely. Entering the bus, it is said, white riders attempt to "hog" all the window seats, then raise a vigorous protest if a colored person sits down beside them.

In a public statement, the mayor appealed to the public to follow a cooperative plan which reads thus:

"White passengers, upon entering a bus, are to fill the seats from the front to the rear. Negroes, upon entering, are to go immediately to the rear and occupy the seats from the back toward the front.

Hits Seat Skipping

"Both white and Negro patrons will be expected to completely fill the seats, and not sit singly, or skip seats. When buses are crowded, Negro passengers will pay the driver, then enter the rear door and stand in the back.

"In that manner, both races will fill up their respective parts of the bus. If there are more white persons aboard, they will get most seats. On the other hand, if most of the riders are colored, the Negroes will have the majority of the seats."

Colored representatives made it clear that they did not seek to abolish the custom of segregation. They said what they wanted was an understanding by both white and Negro residents as to the best way for both groups to ride the buses without conflict.

They pointed out that the moment white passengers stop the practice of spreading out over the buses promiscuously, a real relief will be found.

JIMCROW IN REVERSE

NOTEWORTHY is an account by PM's fighting editor, John H. Lewis, of how jim-crow operates in reverse. Lewis' story follows:

New York N.Y. Age

"I get it from one of our men who has been in the Army for about a year now. He recently ended up at a camp in Florida and got his first furlough a few days ago, so he bought a ticket to New York and went down to the train, a sort of one-horse affair which connected his camp with the nearest decent rail connection some five hours away.

"There were only two day coaches on the train and the car our man got in was overcrowded with maybe 50 soldiers and officers standing up. Even the officers ride the day coaches because they can't afford the extra rate for Pullmans.

"Well, our man looked around and noticed that in the other coach there were a lot of seats — empty. Being an enterprising sort, as most of our men are, he went in and sat down. He just got settled when the conductor came in and told him he would have to move, explaining that this was "the Negro car."

"That's all right with me," our man said. "I'll ride here."

"Oh, no you won't the conductor said. "You can't. This is a Negro car."

"I bought a ticket," our man said "and I'm entitled to a seat and I'm staying here. You can't make me move."

"Oh, yes I can," the conductor, and a few minutes later he reappeared with a military policeman.

"I feel the same way about it as you do," said the military policeman, "but that's the rule. You'll have to get out."

"Our man had been around long enough to know that you can't win an argument with a military policeman, so he got out and stood up in a swaying car with 50 other white men while a handful of Negroes stayed around, with Negroes standing while there were vacant seats in the Negro car ahead. Mostly, in point is that half a hundred soldiers and officers who could just as well have had seats riding with other Americans, rode standing up for a long, uncomfortable trip in a sort of backhanded martyrdom to man's right to make a damned fool of himself."

M. P.'s, Conductor Beat Sergeant

Another incident of intolerance to person of a military po- a soldier on the part of a civilian ed [illegible] supported by white MPs was re- Jim-Crow dis- ported by Miss Sara Bowman, a The other passenger on a train en route from North Carolina to Florida last Tuesday.

Miss Bowman reports that Sgt. Lordow Wright, 858th Engineer Aviation Battalion, Bombing Range, Avon Park, Florida, and his wife, Essie, were maltreated by a conductor, Mr. Wair, with the aid of two MPs, when the couple attempted to sit together in a segregated car of the Seaboard Railway, somewhere in North Carolina.

THREATENS WIFE

According to Miss Bowman's statement, the conductor threatened the couple with a flashlight when they failed to move from the vacant seats as fast as he wanted them to. He then went for the M.P.'s, and reportedly struck the sergeant in the chest and threatened to hit Mrs. Wright.

When the sergeant attempted to explain what happened, one of the M.P.'s stated: "The white man is right, his word is truth always."

Miss Bowman went on to say that the conductor and the M.P.'s discussed the advisability of putting the couple off the train when one of the witnesses mentioned reporting the incident to the NAACP and The Courier. The conductor then decided to allow the couple to continue with their journey.

Waiters Help Cleric Defy Florida Dining Car J.C.

NEW SMYRNA BEACH, Fla.—Supported by railway waiters who threatened a walkout, the Rev. Smallwood E. Williams, Washington radio preacher, and his wife successfully defied attempts last week to jim crow them in a dining car.

The couple, both Pullman passengers, boarded the Atlantic Coast Line's crack train, The Champion, during luncheon and seated themselves in the dining car among white diners and military police.

After the first course the conductor allegedly ordered the waiter to move the couple to the rear and pull the curtains, stating that they did not "belong there." The waiter refused.

Ultimatium Issued

Additional attempts to have them move were made by the Pullman conductor and the white steward before the waiters, all New Yorkers, threatened to stop work unless the couple continued unmolested. Other diners remained silent.

The Rev. Mr. and Mrs. Williams completed their meal as the train sped through Florida and Georgia toward Washington, where both arrived safely Saturday morning.

Equal Right Rail Racial Segregation Upheld

Post

Segregation of races on railroad trains, where equal accommodations and services are provided, does not constitute unlawful discrimination, the Interstate Commerce Commission ruled yesterday.

In dismissing a complaint filed by 18 Negro seamen against the Atlantic Coast Line Railroad, the ICC said th eright of a railroad t omaintain rules separating white and Negro passengers had been upheld by court decisions.

The complaints had asked for a "bold declaration that segregation in and of itself may today be regarded as constituting an unlawful discrimination even in those cases where the Negro while segregated is actually furnished with equal facilities and accommodations." Washington, D. C.

"What complainants asked us to decide is in essence a social question and not a question of enequality of treatment such as is prohibited by section three of the (Interstate Commerce) Act," the commission commented.

The complaint grew out of a trip from Tampa, Fla., to New York, more than three years ago. The complainants alleged that the railroad refused to serve them breakfast and dinner in the dining room and that they were allowed to eat lunch in the dining car only after white passengers had finished. They said the railroad sought to serve breakfast to them in a Pullman car.

White Girl Defies Rail Jim Crow

KNOXVILLE, Tenn. — (ANP)— "The Declaration of Independence says 'all men are created equal.' You are just as good as I am and I told that conductor I am no better than you are. This is America."

With these words a young southern white girl challenged the jim crow seating arrangement of the Washington-New Orleans train 41, Southern railroad, last week, as she was taken from the train by an officer in Attalla, Ala.

Protesting the conductor's orders forbidding her to use the lavatory or sit in the jim crow coach, the young woman defied the conductors again and again. Finally shouting for democracy and freedom she was forcibly taken from the train, bag and baggage, in Attalla (not too far from infamous Scottsboro). The name of the girl could not be ascertained.

J.C. Helps Fleece U.S. of Millions

Afro-American AUG 14 1943

Baltimore, Md.

Dixie Railroads Force Our Boys to Ride 3rd Class

WASHINGTON

How jim-crow laws of the South are helping the railroads to filch millions of dollars from Uncle Sam was revealed to the AFRO this week by a soldier who arrived here from Georgia.

In the South the government provides soldiers being transferred with first-class railroad vouchers, plus Pullman accommodations, but colored soldiers are prevented from using their reservations by prejudiced conductors and MP's.

No Refund Made

These soldiers are forced to leave Pullman cars and ride jim crow. No refund is made to the government for this difference in traveling rates.

The soldier, whose name is withheld, told the AFRO he was en route to New York from Atlanta in charge of a group of three men.

Soldier Tells Story

"I went to great length to make reservations, and was able to do so on train No. 36, out of Atlanta at 1:30 Friday, July 30. Afterwards, with a six-hour layover there, I proceeded to see a bit of the city, as I knew I would get a good night's rest.

"But I was wrong. When I presented my Pullman ticket, I was told there was no room. Well, I squawked a bit, but that did no good, for the answer was 'I am filled up.'

Given Compartment

"We started back to the colored car. On our way, we came across a small compartment, and asked the Pullman conductor if we might stay there. He consented, but a few white soldiers also decided to stay in there, and offered no objections to our being their roommates.

"Things were all-right until the MP's came along. One, a Sergeant Smith, said, 'You will have to get out. You can't stay in here with white folks.'

"He forced us out and into the jim-crow car, threatening to put us off the train unless we left the Pullman," he said.

BISHOP FLAYS JIM CROW ON SOUTHERN R. R.

WASHINGTON — Jim Crow and abuse of colored people on transportation facilities in the South were flayed by Bishop R. R. Wright, Jr., prelate in the AME Church, this week, as Victor Rotnam speaking for Attorney General Biddle, promised immediate action in the case of Ralph Matthews and the Rev. W. H. Jernagin, who were ejected from a train in Lynchburg.

"Nazi sympathizers, murderers, gamblers, prostitutes and thieves may ride in the cars wherever they please . . . if they are white," Bishop Wright wrote the Rev. Mr. Jernagin.

Treated Like Criminal

'But,' he continued, " a patriotic loyal minister who has preached for half century, peace and good will among men, must be treated like a criminal, for no other reason than that his color is dark. Now is the time for the Fraternal Council to renew its request to President Roosevelt to issue an order to abolish the jim-crow car. It is one of the greatest sources of irritation, inefficiency, and low morale, as well as interracial disturbances," he concluded.

Promise Action

Last month, the AFRO editor the clergyman and photographer William J. Scott, were ordered to leave their reserved seats and enter a jim-crow car.

In two conferences, Mr. Rotnam promised the minister "immediate consideration," and indicated that the Justice Department would take the case to the highest court if necessary, to secure a decision.

Pennsy Asks Race of Pullman Applicants

Afro-American

Baltimore, Md.

Agents Query Prospective Passengers Who Seek Reservation by Phone

BALTIMORE — The Pennsylvania Railroad is questioning the color of applicants for reservations on trains going both North and South, the AFRO learned this week.

E. B. Rea, AFRO theatrical editor, called Saturday at 6:56 p.m. to secure a lower berth for a trip to Durham, N.C.

He was asked by the ticket agent, who identified herself as Agent B-47: "Is this berth being reserved for a white person?"

For White Only

He answered in the affirmative and the agent continued: "That's all right then; it's only for white."

He then asked: "Did you say it was only for white?" and the agent said "Yes."

When asked whether she had been instructed to ask whether callers were colored or white, she said "yes." He was assigned lower berth 3 in Car SR 34.

However, C. R. James, division manager of the railroad, denied that agents had been instructed to question the race or color of prospective passengers. He blamed the shortage of help which necessitated hiring of inexperienced agents for the procedure.

He promised to talk with the agent herself to determine why she asked the question.

Previous Case Recalled

In August a similar incident was reported to the AFRO. A reporter assigned to cover the Elks' Convention in Pittsburgh was asked when she called for a seat reservation whether she was colored or white, but was granted the seat reservation. At that time, Mr. James said that the railroad had not sent out any such instructions to its workers.

Violates Interstate Act

Refusal to sell persons train accommodations on account of race or color is in violation of the Interstate Commerce Act. The U.S. Supreme Court ruled in the case of former Congressman Arthur Mitchell against the Topeka and Santa Fe Railroad that the Interstate Commerce Act intended to abolish all forms of discrimination in interstate travel.

This means that colored people are privileged to use the observation or parlor cars and to eat in the dining cars any where on the trip, in any State at any time provided they have paid the normal fare. It does not mean that upon entering a Southern State, colored persons must move to separate cars provided they have paid first-class fare.

People's Voice

New York, N. Y.

KK Jimcros US Employe

WASHINGTON—The stupidity shown by railroad conductors on southern runs in their dealing with Negro first-class passengers ran into another snag when Dr. Thomas N. Roberts, ranking Negro in the Department of Agriculture was embarrassed, insulted and forced to spend an uncomfortable night in a day coach on the crack Silver Meteor of the Seaboard Air Line as he was returning from an official trip south.

Dr. Roberts was returning from Savannah, Ga., when the conductor approached him about 6:30 as the train neared Garnett, S.C. He demanded that Dr. Roberts remove to the jomcro car in the front, since Negroes were not allowed to ride in the same car with whites in that state. Dr. Roberts argued and the conductor finally threatened to stop the train and call the sheriff, despite the fact that Roberts was traveling on government business and on a government authorization.

When Roberts finally moved, the conductor came back to him after the train had left Columbia and said Roberts could return to his Pullman. This Roberts refused to do, whereupon the conductor made him pay his railroad fare in cash, $14.97, for second-class accommodations from Columbia to Washington.

Kansas City Call

They Themselves Are to Blame

We have no mind the Negro passengers who leave this section on trains going travel into Oklahoma. They know,— them forward into the separate car, maintain them. That old saying is as or ought to know—that the U. S. Supreme true today as when first uttered. All preme court in the Mitchell case decided the law in the world cannot make creed that interstate passengers are to the spineless stand erect like a man. not subject to state jim-crow laws. Yet own rights. For those too ignorant or

too cowardly to do this, equality before the law might as well not exist. Instead of leaving the general coach and taking a seat where ordered, the Negro traveling across state lines, should hold his seat. Let the conductor call the law! If arrest ensues, suit will bring a verdict in keeping with the supreme court's decision.

Kansas City, Mo
SEP 3 1943

Continued failure to make use of the rights which the majority have said a citizen has is the individual's fault. They have done their duty when they pass the law. It is a ten to one shot that these very Negroes who yield their legal rights without a struggle are the loudest to condemn all whites, and the ones who explain that they have nothing in this war to fight for. Calling them ignorant and cowardly is an understatement.

Pointed Points

By S. W. Garlington

Weekly Review
Birmingham, Ala.

DELINQUENCY IS NO BUGABOO!

It's a normal condition resulting from normal causes. Of course, the shocking trend (increase) is everything except encouraging. But, who's to blame?

"WHEN THE CAT'S AWAY THE MICE WILL PLAY." Well, father's gone to war and mother's gone to work. So, what do you expect for the kids to do? After all, they aren't grown-ups. Remember the little seamy things you once did? The only reason you were not tabbed a "delinquent" is that you were not caught. The law wasn't as strict then as now. Doubt it? O. K. Then, let's review the legal status of the situation.

Mr. Garlington

DEC 18 1943

DEC 18 1943

JUVENILE delinquency, according to law, means the commission by a child between 7 and 15, inclusive, of any one of 94 separate types of behavior —ranging from 'stealing rides" and "mischief" thru various categories of sex offenses, larcenies and assaults. For conveniene these have been divided into ten general classes of acts, as listed in Section 2 of the Domestic Relations Court Act of NYC. Thus, any of the following children are juvenile delinquents: ONE

"(a) who violates any law of the United States or of this state or any ordinance of the city of New York, or who commits any act which if committed by an adult would be an offense punishable otherwise than by death or life imprisonment; (b) who is incorrigible, ungovernable or habitually disobedient and beyond the control of his parents, guardian, custodian or other lawful authority; (c) who is habitually truant; (d) who, without just cause and without the consent of his parent, guardian or other custodian, deserts his home or place of abode; (e) who engages in any occupation which is in violaion of law; (f) who begs or who solicits alms or money in public places; (g) who associates with immoral or vicious persons; (h) who frequent any place the maintenance of which is in violation of law; (i) who habitually uses obscene or profane language; or (j) who so deports himself as wilfully to injure or endanger the morals or health of himself or others."

DEC 18 1943

CLOSE STUDY of the above definition brings out the fact that it's awful difficult for a child to escape falling into the category of a "delinquent." Even more, the way our homes are becoming "mail addresses," sleeping quarters and overcrowded houses, we're darn lucky the delinquency rise is not greater.

* * *

THERE'S TOO MUCH COMPLACENCY about the rise of delinquency. We need action. The rising wave of wayward youngsters can be cut down. How? By sincere coordination of public and private effort by the Federal, State and community governments.

* * *

CONSTRUCTIVE SUGGESTIONS to help curb delinquency are widespread: "Dry-Night-Clubs"—YMCA-YWCA-USO dances and entertainments, curfew laws, and more parents remaining at home adequately to provide for the rearing of their children.

* * *

IT IS TRUE that recreation is no cure-all for delinquency, but if properly supervised will do wonders to produce better boys and girls—and a better America.

* * *

WHAT'S REALLY NEEDED is prevention beforehand . Hence, it's time we pay special attention to the wisdom in the phrase **"A stitch in time saves nine"**—which is more desirable to both the child and society—if we really want to eliminate the delinquency problem.

The Problem Of Today's

Defender
Chicago. Ill

AUG 14 1943

In-flaming Youth

By GORDON B. HANCOCK

IF THE YOUTH of the past "flamed," the youth of the present is being "inflamed" by the confusion generated by current runaway theorists and their theories. Unless there is a resurgence of common sense, we are certainly heading for some unhappy developments in matters social. These reformer-theorists decided that the way to cure men of the drink habit was to outlaw whiskey through prohibition, with all its baneful results the chiefest of which was the inauguration of drunkenness among the youth of the land.

DR. HANCOCK

DR. HANCOCK

These theorists-reformers concluded that prostitution could be banished merely by closing the houses in the red light districts. There was no provision for helping these unfortunate women; but their banishment from designated sections was regarded as sufficient. The results have been the scattering of these pitiable creatures everywhere in our cities and the streets thereof.

AUG 14 1943

Within recent years these theorist-reformers have entered the field of education and have succeeded in popularizing the notion that children can be educated without hard study and that character can be fashioned without discipline.

YOUTH RUNNING WILD

The result of these new theories is not such as to encourage their further adoption, for the youth are running wild and our courts and prisons are being cluttered with youngsters reared by these new formulae. In school they are relieved of hard study; at home they are relieved of discipline, it is no wonder then that the increase in juvenile delinquency is alarming.

If these theorists and their theories hold vogue much further, our current court and prison facilities will have to be multiplied to accommodate the youth reared by the new plan. Character cannot be instilled without discipline; education cannot be attained without study and whosoever would make us believe otherwise is riding us for a fall.

IN THE RAW

Within recent weeks the Associated Press carried an account of a Negro woman in Norfolk, Va., who applied rather stern measures of discipline to her boy of five, who used obscene language in the home. She tied his hands behind him; blindfolded him and put his head in a bag and threw him out on the woodpile in the rain for an hour. Then the neighbors called in the police who arrested the woman and made charges against her.

I must admit that the mother's methods were a little harsh and the child has my sympathy; but that mother also has a subtle sympathy for she was trying first of all to blot out from her child a habit that is one of the greatest disgraces of Negro youth today—obscene language. Our street corners are afflicted with clamoring youth who vaunt their obscene language in any presence. The mother who tries to blot this thing out in a five-year old boy is to be commended.

ONE EFFECTIVE TREATMENT

We are making excuses for our youthful delinquents by saying that their mothers are working out. Negro mothers have always worked out, but when they were allowed to discipline their children the latter had manners. Older children who took charge when the elders went out had disiplinary powers which were terribly effective. What the older children could not do the neighbors could and the result was good manners in the child that stood him ever afterwards in good stead.

I remember as a boy I told some family matter to the neighbors. While Mama Julia did not put my head in a bag, she put it in a place that got results. I do not care to tell where she put it; but one treatment cured me. I love her in her grave for curing me of telling family matters to the neighbors. We need results, not theories.

Fair Allotment Of Facilities Of Travel Asked

Journal and Guide

NAACP Protests Alleged Practice On Railroads

Norfolk, Virginia

WASHINGTON, D. C.—The Interstate Commerce Commission has been asked by the NAACP to bring to task the Atlantic Coast Line Railroad and other carriers found to discriminate against Negro passengers in the allotment of equipment.

The association's demand followed the receipt of a telephone from a New York resident who charged that she had been in the station at Rocky Mount, N. ., for almost 24 hours and that or 10 northbound trains had assed through each of which re-ived white passengers but re-sed to receive any colored pas-ngers.

She said that there were about 200 colored passengers waiting in the station and that among them was a woman with a sick baby.

The New York office of the Atlantic Coast Line Railroad which operates through Rocky Mount, surmised that the difficulty was due to the general strain on carriers and the shortage of equipment for civilian travel caused by military demands.

NO DISCRIMINATION

The NAACP held that even in a difficult situation like the present there should be no discrimination as between races in the allotment of whatever facilities are available.

"From reports that have come to us," the NAACP letter to ICC stated, "we believe that carriers in southern states have not allotted a fair proportion of available equipment to Negro passengers. The jim crow law was not invented by Negroes and the record shows that they have been protesting against it for years. The humiliation involved is bad enough; there ought not be any inequality."

ODT TAKES STAND

In addition to writing to the I.C.C. the NAACP also communicated with the Office of Defense Transportation.

J. B. Eastman, director of ODT said that an investigation of the Rocky Mount situation revealed that "traffic of all description was left at various stations along line on this date. Additional trains had been added and all equipment had been pressed into service.

"Trouble is that more people are endeaoring to travel than there are facilities available. This applies to all races. The matter of providing adequate facilities as nearly as possible under prevailing conditions has been handled with Atlantic Coast Line and all other lines in the South."

Daily World

Atlanta, Ga.

THE NEED FOR CHANGING

BY

JOHN H. McCRAY

THE GROWING HOMEFRONT FIGHTERS

The following incident-on-a-bus is a graphic illustration of what this war is doing to effect practical democracy on the homefront, but unattended by blazing headlines and medals for "distinguished service."

A Greyhound "Express" I rode from Charleston to Columbia, pulled up at the "Oaks," 49 miles out of Columbia at 7:45 Friday evening for a "comfort stop." Expect for two other colored men its passengers were all white.

A few minutes later, a bus en-route to Charleston from Columbia, pulled up and after a few brief moments of scanning the faces of its occupants, a white male passenger on our bus turned to his seat-mate and two other men occupying the seat opposite him and remarked: "Well, I'll be d....n. Look at that n....r woman sitting in front of white people. I wish to h....l I was on that bus." The eyes of white passengers turned guiltly in our direction for a moment and then followed the object of the man's remarks. There, on the third seat from the rear, sat a young colored woman and a small boy who may have been her son. The boy wore one of these army outfits so many youngsters are seen in nowadays. It was obvious that her position was known to the driver as well as other passengers.

Then followed a series of n....r stories, how they sat next to "me" on a trip up north, how "I beat hell out of one who talked back in Charleston." Another told delightfully of seeing "a bus driver slap a n.....r woman as flat as a match stick at Rock Hill the other day. It did my soul good to see her lay down there and holler." And so it went.

The conversation elicited a few giggles from other passengers but was suddenly interrupted when one of the colored men, sitting behind me, blurted out to his seat companion: 'Boy, you hear that? Ain't a fool. Here I quit my job to volunteer for the navy so I could fight for my country and this is what I am fighting for. I'm mad as hell now but it's too late to turn back. I gotta go in tomorrow morning at ten o'clock. That's why I'm going to Columbia now. I couldn't get there on time if I waited until tomorrow to leave."

His conversation was suddenly interrupted by a white soldier who sat opposite from me on the seat from the rear. The soldier turned to the speaking man and said: "Buddy, don't pay any attention to those fellows. They don't know what it's all about. I had Nazi ideas once; even had those when I went into the army. But do you know what changed them? I am alive today because a group of colored soldiers rescued me from some Japs one day and did they beat h....l outta them little punks! They got every one of them.

By this time complete silence had engulfed the upper section of the bus and all eyes were riveted on this soldier. He continued:

"Tell you another thing: when this war is over, we gonna come back here and beat h....l out of these Nazi and Japs we got back here. Them celored boys out there are fighting like hell—in fact I think they are the toughest fighters we got and I know a h....l of a lot of other fellows who feel like I do: We ain't gonna stand for them to be trampled down when this war is over like we used to do before."

He talked on, indifferent to the eyes upon him. The colored man listened intently and shortly the bus began its trip. They talked the 49 miles into Columbia and I noted in the darkness of the rolling bus that they exchanged smokes and gave each other lights.

Not only are our boys "beating hell outta the punks" on the battlefields but they are convincing their white comrades of their ability. They are giving us first class "homefront fighters," the number of which can not be ascertained.

ICC Forced To Act To Get 75 Negroes Accommodations

St. Louis, Missouri

Argus

NEW YORK, Sept. 14— The Interstate Commerce Commision was forced to act to get a New York City Dept. of Health nurse and her sister, a war worker railroad accommodation from Orange, Va., it was reported. Complaints were heard that Southern railroads no longer provide Jim Crow coaches but only a few seats in baggage cars.

Seventy-five Negroes were reported left on the platform at the station for more than 24 hours Labor day, some of them women with babys in their arms.

It was Nurse Mary Thompson, whose husband is in the army who made herself spokesman for the group and telephoned the N. Y. People's Committee, an anti-discrimination group which contacted the ICC. The group was removed some hours later in a half-coach hooked onto a solid mail train many of them having to stand all the way to Washington.

S. G. Lonergan, station master at Orange said:

"They (Negroes) were so thick around here Labor Day that both the C. & O. and the Southern had to pass 'em up. No Sir! They can't go in the white coach."

Mrs. Thompson reported that four trains passed them up and each had standing room only crowds and half-coaches for Negroes, while many of the white coaches were not crowded. The conductors would tell them 'room for whites only."

Jim Crow 'Law' Rebuffed On Dixie Bus

White Soldier Disregards 'Colored' Section, Forced Up--But He Stands With Negro

By O. B. TAYLOR

KNOXVILLE, Tenn., (ANP) — Knoxville public school teachers got an eye full of race prejudice in action last Friday, while enroute to the East Tennessee Teachers association convening at Chattanooga.

At one of the bus stops a white soldier in uniform boarded the car along with others. Seeing a Negro uniformed man seated at the rear (jim-crow section), he made a beeline to him. "May I sit with you?" he requested; with given consent the two with arms around each other's shoulders, began to swap army experiences.

Ignore Tradition

This proved too much for a white passenger, finding himself unable to take it any longer, the offended man came to the rear of the bus and ordered the white soldier to move forward, according to an eye witness, and to observe the "proper respect" for southern jim-crow custom. This unexpected turn of affairs seemed to somewhat daze the soldier, who sat motionless and pale for an interval. Finally becoming flushed of face he rushed forward and asked the bus driver in animated tones if there was any law against white and colored passengers standing together on his bus?

"I reckon not," was the answer. Back to the rear of the bus went the soldier motioning to his colored friend in arms to stand. From that point on into Chattanooga the two stood together laughing at how they had found a way to outwit southern jim-crow. The enroute back to camp following their leave on furlough.

Soldier Refused Diner Service

New York, N. Y.

Amsterdam Star-News

COLUMBIA, S. C., (ANP) — Charges of M Sgt. Harwood Beverely of the second headquarters detachment, Fort Jackson, that he had been refused service on the dining car of a Seaboard train on Aug. 13, are being investigated, James M. Hinton, president of the South Carolina State NAACP said Tuesday.

According to an affidavit drawn by Sgt. Beverely, a conductor refused to permit him to eat in the diner on Train 192 on two occasions while on an emergency pass from Fort Jackson to his Suffolk, Va., home. The conductor signed his ticket, he avers, and he left the train at Raleigh, N. C., had dinner in a cafe and took a bus to Suffolk.

Mr. Hinton said he had been advised by the office of Adj. Gen. J. A. Ulio in Washington that the army was conducting an investigation of the matter.

ICC RULES RACE SEGREGATION ON TRAINS IS LEGAL

Chicago Tribune

Chicago, Illinois

Issue Called 'Social Question' Only.

Washington, D. C., Dec. 23 (AP).—Segregation of races on railroad trains, where equal accommodations and services are provided, does not constitute "unlawful discrimination," the Interstate commerce commission ruled today.

In dismissing a complaint filed by garded as constituting an unlawful sion com-18 Negro seamen against the Atlan-discrimination even in those cases tic Coast Line railroad, the ICC where the Negro, while segregated, said the right of a railroad to main- is actually furnished with equal fa- tain rules separating white and cilities and accommodations." Negro passengers had been upheld by court decisions.

"What complainants asked us to decide is in its essence a social ques- serve breakfast to them in a Pull-

Diner Service Refused. The complaint grew out of a trip man car.

Bold Declaration Asked. The com- bold declaration that segregation hibited by section 3 of the [inter- lunch in the commerce] act," the commis- They said the railroad sought to sion ruled today. in and of itself, must be re-state com- unlawful discrimination even in those cases where equal accommodations are furnished with equal facilities and accommodations." more than three years ago. The plainants alleged that the rail- refused to serve them [illegible]

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 82

TUSKEGEE INSTITUTE

The Kid In Upper 4, And -- The Kid In The Jim Crow Car

SEP 4 - 1943

Amsterdam Star-News
New York, N. Y.

The New Haven Railroad ran the following bit as an ad in certain newspapers and "Papa D" of the 55th Engineer General Service Regiment wrote a reply.

He was a young kid, just a plain ordinary American, lying wide-awake in an upper berth on a train speeding through the night towards the ship that would carry him to war. The accompanying words were as simple as the Kid himself, and packed as big a punch:

"Tonight, he knows, he is leaving behind a lot of little things — and big ones," it read. "The taste of hamburgers and pop . . . the feel of driving a roadster over a six-lane highway . . . a dog named Shucks, or Spot, or Barnacle Bill . . . the pretty girl who writes so often . . . that gray-haired man, so proud and awkward at the station . . . the mother who knit the socks he'll wear soon.

"Tonight he's thinking them over. There's a lump in his throat. And maybe a tear fills his eye. It doesn't matter, Kid. Nobody will see — it's too dark."

Stirring Prose.

In prose as stirring as that, the ad described the people waiting and praying for him to come "with new hope, peace and freedom for a tired, bleeding world," and ended with the simple sentence: "Next time you are on the train, remember the Kid in Upper 4.

"If you have to stand enroute — it is so he may have a seat. If there is no berth for you, it is so that he may sleep. If you have to wait for a seat in the diner, it is so he — and thousands like him — may have a meal they won't forget in the days to come.

"For to treat him as our most honored guest is the least we can do to pay a mighty debt of gratitude".

Papa's D's Reply.

The kid in upper 4, touched me deeply and I thought of another one: "The Boy in the Jim Crow Car."

He couldn't get an upper 4-6-8 or any other number. He was a soldier too, had been for quite a while. Strange as it may seem there was a lump in his throat too. He had left a mother, grandmother and sister and brothers.

This boy was on his way too, he knew not where. Sitting there watching the Arkansas cour... slip by, getting hungrier by the minute and not caring to start for the diner. Why? He wore the uniform of his country. Badges proclaimed foreign service, and before Pearl Harbor.

But it seems he couldn't trust himself to walk thru the intervening coaches. Afraid he might say something, do something about those hostile stares and unfriendly whispers. Afraid he might reach up and tear down the screen they had placed across one end of the diner in the South behind which all colored persons might sit. Afraid he might not be able to take the "Boy y'll go back yonder" from the red-necked "M. P."

Although young he was a master sergeant. They had told him sergeants were addressed as, "Sergeant!"

The Boy in the Jim Crow Car might, someday, fight beside the 'Kid in the Upper 4', might have to share rations with him; sleep with him in the adjoining fox hole; kill the same enemy, and bury the same dead — black and white in the same trench.

Now wouldn't you think that the 'Kid in Upper 4' a helluva little prig if he minded the 'Boy in the Jim-crow Car' were given a birth in, say upper 6'.

The Northwest Enterprise
Seattle, Washington

DINING CAR WAITERS HALT JIM CROW

DEC 1 1943

NEW SMYRNA BEACH, Fla.—Supported by railway waiters who threatened a walkout, the Rev. Smallwood E. Williams, Washington radio preacher, and his wife successfully defied attempts last week to Jim Crow them in a dining car.

The couple, both Pullman passengers, boarded the Atlantic Coast Line's crack train, the Champion, during luncheon and seated themselves in the dining car among white diners and military police.

After the first course the conductor allegedly ordered the waiter to move the couple to the rear and pull the curtains, stating that they did not "belong there." The waiter refused.

Ultimatum Issued

Additional attempts to have them moved were made by the Pullman conductor and the white steward before the waiters, all New Yorkers, threatened to stop work unless the couple continued unmolested. Other diners remained silent.

The Rev. Mr. and Mrs. Williams completed their meal as the train sped through Florida and Georgia toward Washington, where both arrived safely Saturday morning.

JIM CROW—NORTHERN STYLE

Christian Recorder
Philadelphia, Pa.

By WILLIAM E. SHAW

The day coach on the Lake Shore Limited was crowded. No, there was a seat and a half altogether vacant—the reversed seat next to the men's washroom and half of the opposite seat. In a crowded oach a two-hundred-pound technical sergeant in my country's army had space for four passengers—all to himself. He looked weary. He had sat up through the night and for part of the previous afternoon. Yet he wasn't sprawled over the four seats as I had been an hour before on the Cleveland train. No one spoke to him. No one paid him any attention. They took one brief look and passed on to the next coach in the hope of getting a choicer seat.

When I stopped and asked him if the reversed seat was taken, he said quietly, "No, sir." The conductor looked at our tickets. I was almost at my journey's end. My country's sergeant still had a sixteen-hour journey ahead of him—west of the Mississippi. Well, he had a seat, anyway—and plenty of it! Of course you have guessed why the sergeant had so much room in a crowded train. He wasn't leper, and he was as clean as any of us who had traveled far in a day coach. Yes, he was left severely alone by his fellow passengers just because he had in an unguarded moment twenty-eight years earlier allowed himself to be born with a black skin. I chuckled when I remembered how I myself as a minority person in an Oriental land for twenty years had often bee ngiven "a wide berth" and considerable solitude on crowded trains. There are some color compensations.

We talked. He was genuine. We discussed everything from democracy to demagagnes. He did not know much about democracy "'cept what he read in the papers." When we talked about race riots, the sergeant said, "Hitler'll like those." And he added, "He'll like the coal strikes, too."

As an ex-service man, I asked him dozens of questions about his outfit—the food, the men, their morals and their morale, their officers, etc. How proud he was of his colored colonel and his colored chaplain! He was rea... suff, my countrys sergeant, all ready to risk all he had for his country and mine—and yours.

"Are you going home for a furlough?" I asked him.

"No, sir," he replied. "Got a telegram from my wife yesterday. Haven't seen her or my five-year-old so nfor seven months. She said the littel fellow had got run over by an auto truck yesterday mornin' and was petty bad. It ran over his chest. Don't know whether I'll get there in time to see him alive or not."

"Do you have some other children, Sergeant?" I asked.

"No, sir, he 'de only one."

The brakeman was calling my station. "So long, Sergeant. I hope the little fellow makes it."

"Thank you, sir," said my friend.

If all my fellow passengers, all my fellow Americans, all my fellow Christians, only knew what heartaches are covered by black and brown and yellow skins, gladly would they sit beside their colored brothers "for whom Christ died."

—Arthur S. Morris in The Littleton (N.H.) Courier.

——It is not by lowering her own threshold that the church controls the future and con demand of her members the greatest sacrifices.—— Rather is it by her essential difference and distinction from the world, by the manifest happens and moral force of those who have accepted her faith and her discipline, by the presence in their midst of some well spring of Life, of Power, of Compensation, which maintains within the whole body a certain freshness and vitality and wholesomeness—it is by virtue of these things, and these only, things which the world cannot give and which the world cannot take away, that the church has really triumphed, and will triumph. And ... triumph when it comes is no mere political success; it ... demonstration of the Spirit and of power."—JOHN A. HUTTON, in *The British Weekly.*

—Zions Herald.

New Republic New York, N. Y.

Democracy in Action

Like the Negro ... uses in the South are crowded to capacity and ... vicemen have first call, as should be the case. Colored people get a rather tough break as they are not expected to board a bus until soldiers and white civilians are accommodated. As a result they are often left stra... long the highways or in bus terminals. This practice probably would not please Mrs. Roosevelt, but evidently Southerners know best how to handle

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 82

30-1943
Star of Zion
Charlotte, N. C

General

Equality of Travel Facilities

Notwithstanding the last decade has witnessed extraordinary improvement in travel facilities our railroads in those states where separate car laws are effective, it is still unfortunately true there remains much to be desired when one makes a trip of any considerable extent. It is a sore and disturbing factor in race relations, which will not down.

A number of suits have recently grown out of the apparent unwillingness of carriers, operating in the South, to furnish equal facilities for Negro passengers. A Negro minister en route to a convention was assaulted because he had to pass through a white coach to get to the dining-car; other ministers were refused service in the dining-car; others were refused service in station restaurants, still others were forced to occupy seats in the section of the stream-lined train reserved for Negroes in the South, even when purchasing seats in Chicago. These are but typical of the embarrassment and inconvenience which Negro travelers suffer and which might easily be avoided, if the carriers were able to exercise plain, ordinary common sense in the use of facilities.

FEB 4 - 1943

For the benefits of the carriers and the officials who are now faced with such tremendous tasks in rationing the available equipment and space so that they may serve the needs of the public it should be stated that we have known ticket agents and passenger representatives to do everything humanly possible to see that Negro patrons get the very best service offered by the carrier.

FEB 4 - 1943

One of the things which give us greatest concern is the lack of facilities for decent meals, in decent surroundings in so many of the stations of the South. On a recent trip we reached the Union Station in Atlanta on a close connection to find that the train was two hours late. We could not get a meal in the station restaurant, and not feeling well, we fasted until the train departed. Aboard the train we could not be served, because all service men had to be served before civilians. Thus we had to go to bed without supper. And we are not complaining because of the war conditions, but because there was just no provision made for service in the station. A section of the dining-room in all stations should be allocated to Negro passengers. Unless this is done there is no semblance of equality of facilities.

New Republic
New York, N. Y

Soldiers' Prose[1]

"Crow Car"

NEITHER OF US would have noticed him, if it hadn't started raining. He wasn't with the others waiting for the bus. He appeared to come running back from ahead, as if he meant to walk before the downpour caught him. "Just another guy in uniform and overseas cap," we thought. "God knows where they all come from."

JUN 14 1943

It wasn't until he boarded the vehicle that we noticed he was colored. He wasn't young by service standards. Bob guessed him to be about forty-five. I thought a bit older. It's hard to tell when a man is in uniform. He was stocky—a little better than average height. His uniform was well cut and almost molded to his body. The khaki shirt nearly blended into his skin in the harsh yellow light of the bus. It was then we noticed the thin shoulder bars and the rainbow ribbon of the last war, with two golden stars.

Bob nudged me. "A captain," he commented. "First one I've ever seen. I sure bet it gripes some of these crackers," he added happily.

I knew what he meant. Most of the New York contingent felt the same. For months we'd been hoping to meet and salute a Negro officer on the street, just to gripe the Southerners. Ordinarily, Jacksonville is too much of a liberty town for the average enlisted man to do much saluting of any kind. Especially when it is so much easier to look the other way when an officer passes. "He sure looks army clear through," I said.

"I think you're both horrid," said Betty Lou, as could be expected. Our dates were always like that. You try to ignore it in a service town.

He fumbled a bit in his pocket, and dropped seven cents into the toll box as the bus picked up speed and lurched forward. Halfway to the back he paused. For an instant, he hovered over one of the empty "white" seats. Then he caught himself, squared his shoulders, shuffled back past the segregation line and stood there.

JUN 14 1943

Crinkling market bags added their paper cackle to the whine of the motor and the thwarted hiss of the rain on the window panes. Vegetable bundles groaned and a wrinkled Negro woman, her eyes proudly alive, tried to offer him her seat. He stopped her with a smile and a shake of his head. It was obvious that he had only recently returned to this sort of thing and was uncertain and ill at ease.

I doubt if either of the girls gave him a second look, much less a thought. I don't know exactly what got into us. Somehow at the precise second I thought of Sis's boy friend crawling on his belly in the North African hell. Later, Bob told me he thought of his brother coughing out his blood and his life into the mud at Guadalcanal.

JUN 14 1943

Neither of us can explain how it happened: I can't even remember rising. But when I next looked at Bob he was on his feet beside his empty chair and I was standing next to him. The girls looked up in amazement.

Agnes tugged at my sleeve. "Sit down, you fool," she hissed, "everybody is looking at you." We were all blushing furiously. My ears burned a bit.

At first I thought the officer would say something. He made a motion in our direction, then seemed to think better of it. We just stood there, two navy enlisted men in blue, the army man in khaki. The bus creaked on for about half a mile and wheezed to a stop. He left then. I'm not sure whether he had originally meant to get off there, or if he was embarrassed. We were beginning to feel strange ourselves, standing amid all the empty seats. It seemed so little to do.

The wheels stopped rolling. The Negro pushed forward. For the second time we thought he was going to say something. But again, silence. He didn't smile as he passed us. For an instant, his eyes met mine, then passed on to Bob's. It took less than a second, all told. It was as if his soul poured out the torment of the ages. His mouth trembled for a second but remained under control as he passed through the exit door.

Betty Lou was still shrilling that we were being conspicuous. Agnes had resumed the tugging on my sleeve. Yet both girls were forgotten for the moment. All we were aware of was the pain and humiliation in that Negro's eyes.

As Bob put it later, "It was the first time we'd ever seen the inside of a heart."

[1] This is one of a series of articles and sketches submitted in our Soldiers' Prose competition. These are paid for at our regular rates and there is also a special prize for the best entry submitted during each calendar month. — THE EDITORS

JUN 14 1943

Riding a Jim-Crow Bus

WILLIAM E. RAYNOR, ARM

Afro-American Baltimore, Maryland
Ignorant, Belligerent Bus Drivers Insult
Passengers and Get Off With It

NOV 20

WASHINGTON — If you think riding a jim-crow bus is no fun, you should try bumping along on vacant seats that were the back seat of a bus with the motor keeping odors from the motor. Most of the way up there were many vacant seats that were more comfortable, but the driver refused to let us leave the back seat, which was already overcrowded. "Some white person might get on after while and need that was near me. I could this room."

Because I was on the back seat, explaining, "Some white person the greatest impact of each rut or bump came my way. I could see nothing out of the half-window that was near me.

I rode out of the deep South in a small town a very small into the capital. There were many and taught in a Southern college. passengers, but Jim Crow was the She sat in an empty seat near the chief one. back. The driver told her that

Women Threatened

you restless.

am quite comfortable here and "Why?" the teacher asked. "I have paid my fare. The back seat is already filled and there are plenty of empty seats in front of me."

After threatening to put her off by force, the driver changed color and we were off.

Driver Overruled

At the next stop the little lady got off and a crowd got on—white people first. They took all the seats except one. A single seat was left beside a white person. A soldier got on and sat beside him.

"Don't you know you are in the South?" the driver shouted. "Get up from there!"

The soldier stood. The lights of the bus went off and the driver headed northward.

"Sit down," the white person said to the soldier, "the hell with that driver."

NOV 20 1943

ICC to Rule in Train Jim Crow of 18 Seamen

afro-american
Baltimore, Maryland

NMU Promises to Take Case to Highest Court If Necessary

WASHINGTON (ANP) — The case of eighteen members of the National Maritime Union who were jim-crowed on board an Atlantic Coast Line train, last year, after signing off the S.S. Seminole, will be heard before the Interstate Commerce Commission this month.

William Standard, NMU attorney, will demand that the ICC order the railroad to discontinue its practice of discrimination. He promised to take the case to the "highest court in the land, if need be."

NOV 13 1943

Asks Cash Damages

In a complaint against the railroad filed in the Federal Court, Mr. Standard has asked cash damages for the seamen, whose civil rights were evaded by the railroad.

In June, 1942, twenty members of the crew of the S.S. Seminole, two of whom were white, were paid off in Tampa and given first class transportation and meals for a trip to their original shipping port.

On the following morning the eighteen seamen were refused dining car services, but finally were served breakfast in the diner at 3 o'clock. They were to be told concerning the next meal, but that information was never received.

The ICC examiners ruled that the railroad violated the law by refusing to provide the colored seamen with dining car service, equal in all respects to that of white passengers.

Aviation May Alter Jim-Crow Travel Policies

Baltimore, Md.
afro-american

Army Pilots Predict Vital Effects from Post-War Flying

NO ROOM IN FOR BACK SEATS

Expect to Play Part in Growing Field of Transportation

By DOUGLASS HALL
(Staff Correspondent)

SELFRIDGE FIELD, Mich. — Flyers stationed here, having felt the discomfort of jim-crow travel, look forward to post-war flying as a means of eliminating segregation in transportation facilities.

Gathering in what one flyer called "an AFRO huddle," the aviators pointed out that "our immediate job is to learn all we can about flying, so that we might hurry and bring this war to a close.

"But we all won't get killed," he continued. "In fact, very few of us will. We are coming back to fly planes and teach others to fly in the post-war period."

No Room for Back Seats

"Air travel after the war will simply squeeze jim crow out of the transportation system of the country," declared Lt. William Ellis, 3020 Dent Place, Northwest, Washington, D. C. "There is not enough room in the air for back seats. People will simply have to travel closer together."

A check with other pilots at the base revealed that they felt the same way about post-war transportation.

Civilians Must Help

"But we can't do it all," one flyer stated. "We will fly the planes. It is the duty of persons in civilian life to see that we keep flying 'em, if you get what I mean.

"To see that we are given a chance to fly after we have learned the tricks of the trade, they must see that we have a better world to fly back home to."

Prospects Definite

The boys are right about the post-war traffic jam in the skies. Applications for air line franchise already total 350,000 miles, and authorities are wondering whether there will be room enough in the sky.

The war is removing one thing that has long stunted the growth of air transportation—the lack of fully adequate airports, ground navigation aids and other facilities.

Throughout this country, in North Africa, England and in the South Pacific colored soldiers have helped to build air fields and the greatest aim of the flyers at this base is to land on them soon.

Expansion Enormous

Even under the impact of a global war during the past three years, air activities have undergone enormous expansion.

U.S. Navy, Army and commercial transports today are flying 150,000 miles of route, as much as was operated by all the world's airlines together in 1939.

The Greyhound Bus Company Lines have applied for 60 0 miles of helicopter routes paralleling its present bus service.

However, if the same policy is applied to the hiring of flyers as is now in effect with bus drivers, not a single colored flyer will pilot one of the planes.

Railroads Interested

The Seaboard Air Line Railroad has filed for Atlantic Coast routes; and the Pennsylvania Railroad is interested [illegible] intensely investigating the possibility of building an air line system feeding into its rail network.

A recent hearing was held in Washington on the unfair hiring policies of some railroad companies. Will they hire our flyers, who risk their lives that their companies might live and grow?

Jim Crow of Interstate Passengers Is Illegal

Baltimore, Maryland
afro-american

Here is a digest of Maryland's celebrated Hart case, in which the State Court of Appeals declared that State jim-crow car laws apply only to passengers whose journeys begin and end within the State.

The AFRO is preparing a case in which it will ask the State of Virginia by what authority it jim crows train passengers traveling through Virginia en route from one State to another.

By J. HOWARD PAYNE

A common carrier has the power, in the absence of any statute, to require white and colored passengers to occupy separate coaches, if no discrimination between the two be made.

A statute requiring carriers to furnish separate accommodations for white and colored persons within the State has been held not to be contrary to the Thirteenth and Fourteenth Amendments of the Federal Constitution; and when relating only to travelers within the State such a statute is not a regulation of commerce between the States.

NOV 27 1942

Can't Separate Through Passengers

It is within the police power of the State to make reasonable regulations to secure the safety and comfort of passengers on interstate trains while within its borders.

But a law requiring white and colored persons to occupy separate coaches while traveling through the State from another State is an interference with, and the regulation of, commerce between the States, which it is not within the police power of the State to make.

Law Unconstitutional

The Act of 1904, ch. 109, requires carriers of passengers in the State of Maryland to provide separate cars or compartments of equal convenience for the transportation of white and colored passengers, and directs that passengers of the different races shall occupy the cars to which they are respectively assigned.

It was held that this statute, in so far as it relates to interstate passengers, is unconstitutional because it involves a regulation of commerce between the States in a matter in which the power of Congress is exclusive.

It was held, further, that the statute is valid in so far as it applies to passengers whose journeys begin and end within the State, and it must be construed as applying only to such passengers.

A colored person traveling on a through train from Pennsylvania to the District of Columbia cannot be required, under said Act, while passing through the State of Maryland, to occupy a coach set apart for colored persons.

NOV 27 1942

ICC Upholds Jim Crowism

PM New York, N. Y.

WASHINGTON, Dec. 24.—The ICC (Interstate Commerce Commission) ruled that the Atlantic Coast Line was not "unreasonably prejudicial" in failing to serve meals in a dining car to 18 Negro passengers bound from Tampa to New York on June 30, 1942.

Holding that the Negroes had rejected the train steward's offer to serve their meals in the Pullman car in which they were riding, the ICC said:

DEC 2 1943

"The entire basis of this complaint is the fact that complainants were not permitted to mingle with the white passengers at meals. . . . What complainants asked us to decide is in its essence a social question and not a question of inequality of treatment."

DEC 2 1943

The ICC held that a railroad has a right to require white and colored interstate passengers to occupy separate compartments provided there is no discrimination in accommodations.

DEC 2 1943

Racial Separation On Trains Upheld

World-Telegram
New York, N. Y.
By the Associated Press.

DEC 23 1943

WASHINGTON, Dec. 23.—Segregation of races on railroad trains, where equal accommodations and services are provided, does not constitute "unlawful discrimination," the Interstate Commerce Commission ruled today.

In dismissing a complaint filed by 18 Negro seamen against the Atlantic Coastline Railroad, the ICC said the right of railroads to maintain rules separating white and Negro passengers had been upheld by court decisions.

The complainants had asked for a "bold declaration that segregation in and of itself, today must be regarded as constituting an unlawful discrimination even in those cases where the Negro while segregated is actually furnished with equal facilities and accommodations."

"What complainants asked us to decide is in its essence a social question and not a question of inequality of treatment as such as prohibited by Section 3 of the (Interstate Commerce) act," the commission commented.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 82

30-1943 GENERAL

Southernaires, FEPC Official Say Dixie Trains Persist In Jim-Crow

Defender
Chicago, Ill

By JOHN LeFLORE
(Defender Staff Correspondent)

MOBILE, Ala. — Evidence that Dixie railroads are bent on continuing their Jim-Crow policies in treatment of Negro passengers continues to mount throughout the South.

Numerous cases of discrimination against colored patrons have been brought to light in a Defender investigation, and prove that the never-say-die South is not in the least discouraged by the decisions of the U. S. Supreme Court on behalf of Negro citizens. The investigation followed in the wake of a disclosure that the Southernaires, famed radio and concert singers, quite frequently run into difficulties in their movements about Dixie to fulfill program engagements.

Questioned as to their experiences Lowell Peters, tenor, and Spencer Odom, accompanist for the ensemble, told this reporter that they often encounter discrimination during the course of their journeys. While it is cleverly concealed, they pointed out, it is nevertheless obvious that the dining car steward, pullman or train conductor, or ticket agent means to get around the law as stated by the U. S. Supreme Court, whenever they can possibly do so.

Prejudice Hidden

They agreed that they had been unable to discern the extend of dining car discrimination, owing to crowded conditions compelling whites and Negroes alike to wait for service in diners, but they emphatically deplored the difficulties, on account of race, confronting them in making Pullman reservations.

"The railroads usually try to put all of us in [illegible] closed spaces," Peters explained, "but William Edmonson, our bass singer, and Mr. Odom are occasionally able to get space in the open section of a car because they are light-skinned. And even then we often have to purchase such space without ticket agents knowing it would be used for colored people."

Another recent instance of travel discrimination was the experience of Dr. Thomas N. Roberts, assistant to the director of personnel in the Department of Agriculture, who was assigned a lower [illegible] seat in a Pullman car from Savannah bound for Washington, on the Seaboard Air Line.

When near Garnett, S C., he gave up his Pullman space at the insistance of a train official, who ordered Dr. Roberts out of the car with the explanation that Negroes are not permitted to ride in the same cars with white people in South Carolina. The journey to Washington was completed in the jim crow car.

FEPC Official Feels Affect

In another case, Elmer W. Henderson, then a field representative but now a regional official of the FEPC, waited more than five hours for dining car service on a Southern Railway train from Washington to Atlanta. Although he made several trips to the diner he was always politely told that there were no vacant chairs at the tables. The diner was taken out of the train at eleven o'clock that night, and Henderson had to do without food until the next morning.

However, they were recently outsmarted by a woman. Mrs. Leola C. Williams, the wife of Rev. A. E. Williams, pastor of one of the larger churches in Mobile, made reservations for Pullman seat space from Mobile to New Orleans via the Louisville and Nashville railroad, and berth space from New Orleans to Little Rock over the Missouri Pacific Lines; on a first class ticket. She filed her requests for the space desired, with the Mobile city ticket office of the L. and N., one week in advance. A "lower 13" assignment was given for one overnight trip from New Orleans to Little Rock.

The "lower 13" in a standard Pullman car provides one instance of segregation where the Negro usually gets what he pays for, plus. In order to isolate him from white passengers, he is assigned space in a drawing room at the regular berth rate. The room has a lower and an upper berth, and a lounge. An electric fan and private toilet facilities are also included in the appointment. The occupant is customarily permitted to close the door to the aisle or passage-way of the car, thereby affording complete privacy. However, railroads have been known to place more than one colored passenger in a drawing room, if more than one reservation is made by colored passengers for the same train.

Wins Battle

Bed room assignments are also made at the regular berth rates in the Pullman segregation pattern. At proper prices bed rooms do not cost quite as much as drawing rooms.

Upon requesting her space from the Missouri Pacific depot ticket agent in New Orleans, Mrs. Williams was told that there was no record of her reservation, and that the drawing room would be sold to two colored soldiers who were standing nearby. The agent was desirous of selling the two soldiers the enclosed space so that he would not have to put them in the main section of the car with the white passengers. But Mrs. Williams was firm in her demand that she be permitted to occupy the space for which she had made a reservation one week in advance. She continued to insist that her right to the space be respected, and finally won out.

Not to be outdone the wily agent in very positive terms told her she would have to pay a drawing room rate. Another young colored woman who also had a first class ticket offered to buy the upper berth in the drawing room with Mrs. Williams, but the agent refused to permit her to do so. He limited occupancy to Mrs. Williams only.

The pastor's wife then scored when she met his demand and paid the drawing room rate, thereby defeating the agent's primary motive to keep her out of the sleeping car.

When she returned to Mobile her case was laid before the Southern Conference of NAACP branches, which compelled the Missouri Pacific to refund the difference of $10.56 between the drawing room rate and regular berth space charge from New Orleans and Little Rock.

Jim Crow Issue Up Before AFL Parley

Defender
Chicago, Ill

BOSTON — The American Federation of Labor was put on the spot this week on the Jim Crow issue in the labor movement.

After a challenging address by Bishop Francis J. Haas, retiring chairman of the Fair Employment Practice Committee, on the problem the 63rd annual convention had the question of "lily white" locals tossed in its lap by A. Philip Randolph, president of the Brotherhood of Sleeping Car Porters.

Plans for "compromise" proposal on the important issues were rumored by Randolph who said the plan offered "nothing concrete on which we can come to an agreement."

The nub of the controversy is the auxiliary locals into which Negro workers are shunted by "lily white" AFL organizations. In labor parlance, these Negro workers are given class B memberships in such unions as the Boilermakers and the Brotherhood of Railway Clerks. Negro members pay dues but have no voice in the affairs of the union.

Asks Definite Stand

Randolph said that the AFL convention should make "some definite declaration on these auxiliary unions since they constitute the central problem of discrimination."

"No declaration will be effective unless it makes known to workers and the public," he said, "that the position of the AFL is irrevocably committed to the abolition of auxiliary unions based upon race. The Negro people are so strongly opposed to this form of segregation that they would rather be out of the labor movement than to enter this Jim Crow system of labor organization.

"The AFL must recognize that auxiliary unions are un-American and anti-labor since they foster division in the labor movement on the basis of race."

Cites Revolt

He referred to the "notorious fact" that at the 1941 AFL convention in New Orleans, Federal unions of freight handlers, responsible only to the AFL executive council rather than to any autonomous international union, were abolished and their Negro members were ordered transferred to auxiliary unions of the Brotherhood of Railway Clerks. The Negroes refused and instead, Randolph said, they "revolted and set up their own independent organization."

Bishop Haas was praised last week for his forthright address to the AFL delegates. In what was probably his swan song to his service as chairman of the FEPC, Bishop Haas called upon the union to be realists and to avoid no problem lying ahead.

"I point out to you that there will be this time, one million Negroes in the armed services of the country whose integration into the economic life of the United States must be accomplished during the post-war adjustment period," he declared. "There will be thousands of returned Spanish-American soldiers and returned prisoners of war, some of them who fought at Baatan. There will be tens of thousands of returned Jewish soldiers, and soldiers whose religious convictions are not those of the majority.

"Shall we greet these returned Americans with the grudging question: 'Will someone else get my job?' or shall we rather say to ourselves: 'Will I help make this a country where every man willing to work will have a job, and where none need be barred?'

"While I place this dilemma in the future," Haas said, "it exists now, today, when we are in large measure determining what the future will be."

Seek Security

He told the convention that the promise held out in the executive order of the President to Spanish-Americans, Jews, aliens and Negroes is something akin to what the Wagner Act held out to dominated workers in the year 1935.

"I can say this," he stated, "because I have seen and I know now the aspirations of minority group members to obtain opportunity for economic security. In trade union terms, they wish to own the right to settle grievances and to negotiate contracts through representatives of their own choosing, to work for

JIM CROW ISSUE—

their seniority rights; to share in the opportunity for security for their families, and to participate as free men in that modern equivalent of the New England town meeting, the trade union."

Bishop Haas pointed out that re-labor employers and anti-labor strictions on inalienable rights will always breed revolt. He said it did in the breasts of American workmen who found their right to organize opposed by labor spies, blacklists, and discharges for union activity.

"Just as once there existed unhealthy agreements between

have it otherwise?" this nation at war coincide with the ould you have the desire of minority group members nded the American to be a part of the trade union Labor stamped out movement.

sses of your fellow- "I think we know that to a large st one-tenth of the degree we can help it, that there ountry be set aside exists an untapped pool of willing s, with special lov

workers, so there exists a danger labor against him he ganized management and organized labor against him he alties that are not the loyalties of m he will in some the rest of us?"

He declared that the interests of some employers may combine to form revolt. "Would you have Mexican, Jew or Creedist, he wants Americans? Must one minority group. Be he Negro or among great masses of people of our country his full stature as an American as a special class, wi

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and skilled hands among the minority groups. We know that a failure to use their help properly imposes a burden on all the weak spots in our war production structure."

He said "the city which imports outside workers when a large number of unemployed Negroes are already living there, needlessly puts a strain on all its health, housing, and transportation facilities."

Flinging his final challenge at the convention, he said, "Some people there are who cherish intolerance above the needs of their country. To them, I say that this war is not yet won, that we need every available man and woman and every acquired skill, no matter who owns it. We need them as they need us, both now and in the building of peace and order after the war."

Daily World
Atlanta, Ga.

Columbus, Ga.

FEB 9 - 1943

Passenger Shot By Bus Driver

COLUMBUS, Ga.—(SNS)—Robert Mott, colored, of the Frederick Douglass Apartments Phenix City, Alabama, lies critically wounded in the City Hospital Annex and H. R. Patterson of 3100 12th Street, Columbus, is out on $1500 bond charged with assault with intent to murder.

In a news item of the Columbus Enquirer paper, it stated that Mott was wounded in the back and also quoted Chief of Police P. Daniel, who investigated the shooting with Officers Horne and Adams as stating, he was told, the Negro was shot by the driver during a disturbance. The altercation was on a North Girard Bus late Sunday night, at Broad and 14th Street Phenix City, Alabama.

The Columbus Ledger, afternoon paper, followed up with a news item stating: FEB 9 - 1943

"According to witnesses, Mott demanded the seat occupied by a white passenger, police said, and a fight ensued. They said Patterson went to the rear of the bus to quell the disturbance, and the Negro drew a knife, and threatened him. When Patterson returned to his seat and secured a gun, police were told, the Negro pushed Patterson through the door, and while lying on the ground, Patterson fired.

Assistant Chief Pal Daniel and Patrolmen Horne and Adams placed Patterson under arrest."

Mrs. Lucile Dawkins, mother-in-law of Robert Mott, who with her daughter (Mott's wife) made a statement to the Colored Ministers Conference, and below we quote this interview, exactly as Mrs. Dawkins gave it to Mr. Felix L. Paul and the Ministers Conference.

The Interview:

BUS INCIDENT— SUNDAY NIGHT JANUARY 31, 1943

Mrs. Lucile Dawkins: Well, when the bus stopped and the white boys come on, this passenger—the one what done the fighting—he told my son-in-law to get up and let the white people sit down. He got at the word—stood up—my son-in-law, Robert Mott, but didn't anybody come to sit in that seat. So he (Robert Mott) sat back down. And so this old passenger, he started saying things to him (to Robert Mott, the Negro.) "You damn n....rs always trying to sit up here where white people sit. You damn n....rs ain't got no business on the bus with white people no how."

FEB 9 - 1943

My son-in-law then said: "I paid my money just like you did." Then the white passenger began telling him what he'd do to him..that's that old white passenger. My son-in-law told him he wouldn't do nothing to him. That was when he (the white passenger) got up and asked the bus driver, "Driver, do you want me to kill this goddamn n....r?" The driver said, "Yes."

Then this white passenger started back toward my son-in-law (Robt. Mott) to fight. Then a white lady said; "Well, stop this bus and let me get off here; I'll be right here in the middle of it." The driver begin to stop the bus and by the time the bus come to a stop good, they commenced piling off. The driver let all the white passengers off and then when I started off, he told me to get back. I asked him: "Please don't shoot. Let me out, please." I repeated that sentence the third time and each time I got a blow on my head (she has several big places on her head and face) for it. He knocked my glasses off the first stroke, and I haven't seen 'em since.

Question: "Were you fighting or cursing?" FEB 9 - 1943

Mrs. Dawkins (continuing): Me? No! I was only trying to get out. I never said a word out of school. I was just trying to get out.

Another Lady: "Well, you're different from me. I would have been saying.....'

Mrs. Dawkins (Cutting her off): Well, I didn't. I was only trying to get out.

Mrs. Dawkins (Continued: My daughter was right behind me. She was trying to get out, too, and telling." "Please don't kill my husband." He (the bus driver) struck her with a pistol. He struck her twice with a pistol.

Elizabeth Mott: Struck me more than twice. Struck me four times.

Mrs. Dawkins: By that time we runned on out, got out somehow and all the colored passengers got out. Frank Stewart was on and as he was trying to get out, that same white fellow (the passenger) hit him. I couldn't see him, but Frank told me that was the one what hit him and said: "Git your damn black .... out of here."

Question: "Did Frank say anything to him?" FEB 9 - 1943

Mrs. Dawkins: "I never heard him say anything. He was just trying to get out."

Mrs. Dawkins (Continuing): Then they (the white fellows) just brutally beat him (my son-in-law, Robt. Mott) up there in that bus about four in the bus, the driver holding his gun on him. (Robt. Mott.) And he (Robt. Mott scrambled out and managed to get out of the bus, just beyond the second traffic light. The bus was headed West. He (Robt. Mott) managed to come out at the front door—come out of that door right round the engine part. I said "Run, honey run!" One of the men came out of the bus and headed him off; they all ganged him again, out in the streets. He managed to get aloose from 'em and started running—run back as far back as Broad Street and he turned in the North direction, going up Broad Street and there the driver shot him in his back, and him running.

A cab came along and it was full of soldiers, all white. They picked him up and carried him to the hospital. I run up to the cab and Elizabeth too and Elizabeth asked them to let her go to the hospital. They wouldn't. Elizabeth asked "Is he dead?" The bus driver, put his hand on him and said: "If he ain't he will be." The policemen took us down to the jail—city hall—I call it. FEB 9 - 1943

(Statement as given to Felix L. Paul by Mrs. Lucile Dawkins, 105-E Frederick Douglass Apts., Phenix City, Alabama, after relating same to Ministers' Conference, Tuesday, February 2, 1943, between 1:00 and 1:30 P. M. Paul was asked by ministers to make copies of the statement of Mrs. Dawkins.)

MANY NEGROES HAVE BEEN MANHANDLED By Bus Drivers and Policemen

Savannah Tribune
Savannah, Ga.
FEB 1 - 1943

Augusta, Ga., Feb. 10 (ANP)—A committee from the Negro Business and Civic league will meet with officials of the Georgia Power Company this week to seek remedies for alleged discriminations against Negro passengers on omnibuses operated by this concern.

It has been charged that colored women have been pulled from their seats by drivers to provide accommodations for white women, and when this treatment is resented they are forcefully thrown to the pavement. FEB 1 1 1943

A particularly serious situation is said to exist at the bus terminal on Broad street where transfers are made. Police officers often assist loading of buses, and it is alleged they frequently curse and beat Negro man and women who attempt to board buses ahead of white persons. The policemen, it is charged, disregard positions in the line of Negroes and insist that all white passengers be allowed to enter first.

Negro citizens are restive over an incident that occurred at the terminal a few weeks ago, that resulted in the shooting of an unidentified han. According to the story, the man arrived at the bus stop just before the vehicle was scheduled to start its trip. He rapped on the closed door, as a signal for entrance, but the enraged driver flung open the door and shot the astonished man. The victim is reported in a serious condition, but local authorities have failed to act in the case. FEB 1 1 1943

The business men's committee expressed itself as alarmed over this and other incidents that threaten amicable race relations here. They point out that remedies are necessary immediately, because the transportation situation has been complicated by an influx of soldiers and their families, and persons migrating here seeking jobs.

Daily World
Atlanta, Georgia

Report Woman Hit With Iron On Car

MAR 7 1943

A colored woman, whose name was not obtained, was reported struck across the face with an iron bar by a white man Saturday afternoon on a streetcar. Police records offered no account of the attack.

It was learned that the white man struck the woman after telling her to move to the rear of the car. MAR 7 1943

Scene of the crime was near Ashby and Bankhead, it was reported.

Chicago Defender
Chicago, Illinois

Ga. Girl Slugged By Bus Driver

MAR 6 1943

AUGUSTA, Ga.—(ANP)—Armed with guns and black jacks which bus drivers are said to use only on Negroes, a city bus driver struck an Augusta girl on the head and drew a gun on her when she refused to "shut up." MAR 6 1943

The incident occurred on Tuesday when Julia and Emily Harris, daughters of an Augusta tailor, demanded a refund after discovering that they had paid double fares. One of the girls jumped out of the window when the driver refused to stop the bus to let them out.

Upon an explanation to the police the girls were made to be quiet until the driver had told his story. "Charge 'em with disorderly conduct," he demanded of the police, but the father interceded and took the girls to the hospital where several stitches were taken on Julia's head.

Govt. Official Forced from Pullman Car

Baltimore, Maryland
DEC 4 - 1943

afro-American
WASHINGTON

Thomas M. Roberts, assistant to the director of personnel, Department of Agriculture, was forced to move from a Pullman seat to a jim-crow car on a Seaboard Airline train last week.

The incident occurred on the Silver Meteor as it passed through Garnett, S.C. Mr. Roberts was en route from Savannah, Ga., where he had been on government business. DEC 4 - 1943

Ignore High Court Ruling

He said he was ordered by both the Pullman and the train conductors to move into the jim-crow car despite the Supreme Court ruling that guarantees equal, though separate, accommodations to all passengers paying for first-class accommodations.

At Columbia, S.C., Mr. Thomas said, the train authorities informed him he could return to his Pullman; but when he refused, they made him pay second-class fare from Columbia to Washington, and would not accept a government travel voucher.

Rev. Martin L. Harvey, Widely Known AME Zion Church Leader, Victim Of Brutal Assault By Train Conductor

Pittsburgh, Pa. Courier

CHICAGO, Ill., Aug. 5 — Rev. Martin L. Harvey, nationally known church youth leader, was severely assaulted by a train conductor last week while en route from Chicago to Atlanta, Ga.

Rev. Mr. Harvey, who possessed a pullman berth, was seated in the observation car of the "Dixie Flyer," crack train of the Louisville and Nashville Railroad. A few miles from Atlanta the train conductor approached him and said, "Go back to the place where you belong." When the minister replied, "I am a Pullman passengen and entitled to sit here," the conductor became enraged and began to assault the cleric with his fists and an ash stand, knocking off his glasses. Exercising a policy of non-violence, Harvey refrained from striking back, but had to defend himself for several minutes from the blows of the train official.

In a statement, the minister declared, "This experience will not prevent me from continuing to exercises the privileges due me as a first class train passenger and a citizen. When our soldiers are being called upon to risk their lives for democracy in Sicily, I can at least risk mine for democracy at home. I intend to follow this case through to a successful conclusion. The enemies of democracy in America must know that we are no more afraid to die for democracy here than abroad."

Rev. Mr. Harvey has filed suit for damages against both the Pullman company and the railroad through his lawyer, George W. Lawrence, fighting Chicago attorney.

A world traveler, Rev. Mr. Harvey is the national director of young people's work for the AME Zion Church, and this past year has been the Dean of Men at Clark college in Atlanta, Ga.

ASSAULTED

The Rev. Martin L. Harvey, Jr., was the victim of assault by a trian conductor last week while enroute in an observation car, from Chicago to Atlanta, of the famous "Dixie Flyer." Rev Harvey is national director of young people's work for the AME Zion church.

AUG 7 1943

DIVISION OF BEHAVIORAL SCIENCE RESEARCH

Chicago Defender
Chicago, Illinois

Refuses Jim Crow Bus Seat; Upheld By Judge

MAR 6 1943

KANKAKEE, Ill. — Many citizens here, of both races, commended the action taken Friday by Police Magistrate Edward Hoennicke when he dismissed a charge of disorderly conduct placed against a colored worker at the Elwood Ordnance plant, for refusing a bus driver's demand that he sit in the rear Jim Crow section of the bus.

The worker who stood upon his rights is John B. Williams, 747 N Evergreen avenue. He boarded the Kankakee Motor Coach bus, which drives workers to the Elwood plant, at 6 a.m. He sat several seats ahead of several other Negro workers, whereupon the driver, Curtis Norton, ordered Williams to move back with the other colored passengers.

Williams refused and an argument ensued. Driver called Policemen [illegible] Callan and Joseph Matthews who took Williams to the City Hall for a hearing. In protest, the other workers, all employed by the Saunderson and Porter company at Elwood, also left the bus and went with the prisoner to the City Hall.

MAR 6 1943

In dismissing the case Magistrate Hoennicke said the driver had no right to order Williams to change his seat. The judge however, criticized the action of Williams' coworkers in leaving the bus, declaring they had wasted nearly 50 hours of war production, which might result in an "untold number of lives" being lost among men in the armed forces.

MAR 6 1943

The sympathizers were Andy Franks, Willie Jackson, R. J. Smith, Sangster Theophilus, George Freeman and James Morgan.

30-1943
Peoples Voice
New York, N. Y.

Charge Railroads Aid Negro Worker Jimcro

JAN 9 - 1943

CHICAGO—(FP)—America's railroad industry is guilty of wholesale discrimination against the Negro worker, the Chicago Committee on Railroad Employment charges in a brief filed with the President's Fair Employment Practices Committee.

Accusing the railroads of violating Order 8802 banning discriminatory practices, the committee pointed out that the companies were creating their own manpower shortage problem by deliberately withholding jobs from Negroes and limiting them to low-paid unskilled work.

The brief was submitted in preparation for the FEPC hearings on railroad discrimination to be held in Washington Jan. 25-27. The following methods of discrimination aimed at Negro workers were cited:

● Denying employment to Negro workers in many classes of work, particularly skilled trades;

● denying advancement to Negro workers despite their skills and years of service;

JAN 9 - 1943

● excluding Negroes completely from such skilled jobs as machinists, locomotive engineers, conductors, firemen, carmen, telegraphers, carpenters and executive positions;

● barring Negro girls and boys from employment as apprentices, and

● attempting to deprive Negro workers now employed in skilled categories on southern railroads of these jobs.

The companies singled out in the committee's report include: New York Central, Pennsylvania, Chicago Milwaukee St. Paul & Pacific, Chicago & Northwestern, Baltimore & Ohio, Rock Island and Illinois Central.

JAN 9 - 1943

The committee also scored failure of the FEPC to enforce the President's order against job discrimination and urged that hearings dealing with all phases of Negro discrimination be held.

Chicago Defender
Chicago, Illinois

Judge Ducks Hearing Suit On Chi. Jim Crow Train

JAN 9 - 1943

Apparently "passing the buck" because of the seriousness of the case and the prominence of the principals, Judge Joseph B. Hermes in Felony Court, on Monday, refused to grant a hearing in Rev. J. C. Austin's discrimination suit against the Pennsylvania Railroad, and instead sent it back to Chief Justice Scheffler, before whom it comes up on January 12, for re-assignment and trial.

Monday's hearing before Judge Hermes was on a warrant issued in Judge Mason Sullivan's Des Plaines Street Court, ordering the arrest of E. M. Holt, general passenger agent in Chicago for the Pennsylvania Railroad. He was charged with wilful violation of the State Civil Rights law in refusing a first-class railroad ticket on December 9 to Rev. Austin, pastor of Pilgrim Baptist church, and the Rev. William McDowell, pastor of Mt. Vernon Baptist church. Attorney George C. Adams is representing the ministers.

During the hearing on the warrant case, Judge Hermes, evidently determined to follow the "hands off" policy, surprised the courtroom audience by declaring in a petulant voice: "I'm not going to take this case. I've just finished one of these crazy cases where a guy broke a window just because he was jealous of a girl and her sailor friend!"

After the judge had transferred the case to the Federal Court, Rev. Austin told an interviewer: "If Judge Hermes will call an important case, involving the citizenship and constitutional rights of two American citizens, 'a crazy case,' I thank the Lord he won't have the chance to try ours. His statement on the face of it, shows him to have a narrow, prejudiced viewpoint, very unbecoming to a member of the judicial bench."

JAN 9 - 1943

The two clergymen had purchased first class tickets for Nashville on December 9, to attend the session of the National Baptist Convention of America, Inc. When they presented their tickets to officials at the Union Station, for checking, before boarding the crack train, South Wind, a girl agent took their first class tickets and substituted them for tickets for the Jim Crow car on the streamliner, up next to the engine, in a separate compartment.

Holt, the general passenger agent, was named in the suit and a warrant issued against him, after a gateman, in refusing to take a second ticket purchased by Dr. Austin, said he was acting on orders from Holt. Rev. Austin retained this second ticket as evidence.

Holt, contacted later by The Chicago Defender, said he had issued no such orders, and knew of no Jim Crow seating arrangement north of the Ohio River. He said the policy of his company is to segregate passengers only in those states where it is required by law.

9 - 1943

Widespread interest has been aroused in the next hearing in the Austin-McDowell joint suit, now scheduled for January 12 before Chief Justice Scheffler for reassignment and trial. Dr. Austin says scores of Chicagoans of both races have called, backing him in his demand for civil rights for himself and for his people. Head of one of the largest Protestant churches in America, Dr. Austin, both from pulpit and from platform, has long waged a long and unremitting fight against all forms of racial prejudice and discrimination.

ILLINOIS

Daily World
Atlanta, Ga.

Drop Rail Suit After Jimcrow Ban

JAN 18 1943

CHICAGO—(ANP)— A suit charging the Pennsylvania railroad with discrimination in its seating accommodations at Chicago was dismissed last week after the complainants secured written assurances from the company that the practices would end.

The suit grew out of charges brought by the Revs. Junius C. Austin, pastor of Pilgrim Baptist church, and Rev. William McDowell, pastor of Monumental Baptist church, against E. M. Holt, general passenger agent for the carrier. The two charged that on Dec. 14 Holt denied them seats they had paid for on the crack streamliner, South Wind, running between Chicago and Miami, and assigned them to seats in a jim crow coach behind the engine. This, their petition claimed, was in violation of Illinois civil rights statues.

JAN 18 1943

Holt was subsequently arrested on Dec. 31 and faced prosecution along with the railroad on charges of violation of the civil rights law. When the case was called for hearing in the packed courtroom of Municipal Judge Mason S. Sullivan, Atty. Oscar Lindstrand, counsel for Holt and the rail company conferred with the ministers and their lawyer, Atty. George C. Adams and announced the agreement.

The agreement read in open court stated that hereafter the Pennsylvania railroad would not jim crow colored passengers on any of its trains bound for the south and particularly on the South Wind.

JAN 18 1943

After the agreement was entered into and approved by the court the case was nolle pressed.

Kansas City Call
Kansas City, Mo.

Railroad To Treat All Alike

JAN 22 1943

Jim Crow Ended On Pennsylvania; Suit Withdrawn

CHICAGO.— (ANP) — A suit charging the Pennsylvania railroad with discrimination in its seating accommodations at Chicago, was dismissed this week after the complainants secured written assurances from the company that the practices would end.

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Chicago Defender
Chicago, Illinois

MAYOR KELLY HITS STREET CAR JOB BAN

City Council Hearing Gets Statistics On Discrimination

JAN 2 3 1943

Mayor Edward J. Kelly on Wednesday assured Negro citizens of Chicago that the city will prohibit discrimination against colored workers on street cars, busses and the "L" when the traction system is taken over by local authorities under the unified traction ordnance.

At an open hearing in the City Council chambers by the Council tran sporation committee, the mayor said that when the traction problem is solved by city control of the system, the way will be paved for employment of Negroes on all transit lines.

There were several hundred persons at the hearing most of them Negro business, church and professional leaders of the city, with a sprinkling of interested whites present. Main purpose of the hearing was presentation to the transportation committee of the concerted demand by church, civic, business and other organizations that the transit companies employ Negro workers as motormen, conductors and ticket agents. The next hearing will be held on January 26 to give the transit lines another opportunity to appear.

Alderman George D. Kells (28th), who presided, said the traction companies had been invited to send representatives to the meeting, but only one attended. He was from the surface lines, but his only contribution to the hearing was to say that he was not in position to define the company's policy as to employment.

JAN 2 3 1943

Mayor Gets Ovation

Mayor Kelly, who was given an ovation for attending as the principal speaker, said:

"It is important that you have meetings like this. It serves notice to all industries that you are awake to the times. There is only an imaginary line anyhow between white and colored people, and all must have the same kind of deal. It is very seldom I touch upon the color line, for to me there is none. I always see a man's fitness and qualifications, not the color of his skin.

"I have come here, because I want to stand up and be counted. I want to help in all ways I can, to win this traction fight in the courts. When the fight is won, if I am Mayor, we'll have no color line in the traction system. I don't recognize such a line, but judge a man for his worth. I despise any man who allows distinctions of color, religion or creed to influence him in his public life."

Gives Traction Figures

St. Clair Drake, University of Chicago research sociologist, gave many interesting facts concerning the city's traction system. He said that the Chicago Surface Lines, employing 15,335 workers, has only 52 Negroes on their payrolls and none of them operating employes. He said the Lines collect six million dollars a year in fares from Negroes, alone.

Drake said in 1940 the Chicago Motor Coach company employed only 46 Negroes out of a total of 968 employes, with no Negroes hired as drivers. Colored bus passengers however, Drake said, spend half a million dollars annually, in fares.

JAN 2 3 1943

The Chicago Rapid Transit company, operators of the Elevated Lines, Drake said employs 4,476 workers, but only a few Negro janitors, and no Negro trainsmen or ticket agents, even in the so-called colored districts.

Journal and Guide
Norfolk, Virginia

Two Pastors Charge Denial Of Equal Rights

Rev. J. C. Austin, Rev. Wm. McDowell Secure Warrants

JAN 2 - 1943

CHICAGO, Ill.—The Rev. Junius C. Austin, pastor of Pilgrim Baptist Church and the Rev. William McDowell, pastor of Mount Vernon Baptist Church, have sworn out warrants against E. M. Holt, general passenger agent here of the Pennsylvania Railroad.

OBTAIN WARRANTS

JAN 2 - 1943

The warrants obtained in the Municipal Court of Judge Mason Sullivan grew out of the alleged refusal of the railroad official to grant the complainants first class accommodations, for which they had paid, when they attempted to board the company's train, bound for Nashville, Tenn., to attend the National Baptist Convention December 9-11.

Carl Hansberry, local realtor, and the Revs. J. L. Horace, president of the Illinois State Baptist convention, Louis Rawls, pastor of Tabernacle Baptist Church, and I. A. Thomas, a minister from Evanston, arranged an appointment with Atty. Gen. George Barrett to seek an indictment of the railroad for attempting to force Negro riders into jim crow cars at the Chicago terminal.

The refusal of a station attendant to allow the Revs. Austin and McDowell to ride in the first class car for which they had purchased tickets by telephone, prevented them from attending the important church meeting. The ministers were adamant in their determination not to ride in the jim crow coach.

JAN 2 - 1943

RODE OBSERVATION CAR

Hansberry and his party were able to make the trip to Nashville only after they insisted upon occupying seats in the observation car from which they could not be barred because of their first class tickets. On their return journey they were given acceptable accommodations on the train after they had assured the conductor they would travel all the way to Chicago in the same car.

Atty. George C. Adams representing Revs. Austin and McDowell charged Holt with wilful violation of the civil rights act. Asst. States Atty. John Connery, white, objected energetically but Judge Sullivan overruled him and signed the warrants that are expected to be served on Holt within the next few days.

According to Rev. Austin's statement made both for himself and his colleagues, tickets were arranged for via telephone and were claimed at the ticket window, by the delegation of two. Upon approaching the train gate however they were told by an attendant that the only seats available to Negroes were located in car 1.

INVESTIGATION

JAN 2 - 1943

Investigation revealed that car 1 was immediately behind the engine and a part of it was used for baggage. The ministers objected to the discrimination and were told that company officials were simply attempting to save them embarrassment after reaching the south and besides that Negroe preferred to ride together.

Austin and his friend refused to board the train and cashed in their tickets. The ministers said he later purchased another ticket for the same train and was again refused on orders, the gateman said, that were issued by Holt. This latter ticket was held for evidence by the pastor.

Holt is later reported to have denied issuing the order and expressed no knowledge of jim crow practice north of the Mason-Dixon line. He stated that the policy of the company requires that Negro passengers be segregated only in states where statutory law demands it.

THE TICKET AGENT

The ticket agent said, continued these reports, that orders would be posted by him to end the coercion of Negro patrons into jim crow cars at the Chicago station.

Hansberry and his party who held tickets for the same train told the conductor they did not intend to sit in car 1 with its old fashioned double instead of single reclining seats, and because it was used to transport baggage.

The train's conductor was informed that the train's rates were uniform and that passengers were entitled to use of the observation cars and could not be forced to occupy seats in any particular coach.

JAN 2 - 1943

When the convention ended and passage was sought on the Chicago bound train for the return trip Hansberry and his party boarded the carrier armed with a statement from his lawyer outlining his rights and citing the supreme court decision in the Mitchell case.

(Arthur W. Mitchell, congressman from the First Illinois district, who sued the Illinois Central, Rock Island and other railroads because he was forced to ride in a jim crow car while passing through Arkansas while on a southern tour. The U. S. high court ruled in his favor.)

SUPREME COURT DECISION

JAN 2 1943

The supreme court decision provides that equal accommodations be provided for all passengers of the same class without regard to race, creed or color. When the conductor was confronted with this weighty legal knowledge he arranged for other first class accommodations for the religious leaders, and they agreed to travel the remainder of the route in the train proper.

Group Urges Employment Of Negroes' On Chi. Transit Lines

JAN 2 3 1943

CHICAGO, (ANP)— Meeting in city council chambers here recently with the local transportation committe, some dozen spokesmen from a group of 500 urged employment of Negroes as motormen, conductors and ticket agents in Chicago's traction system. Mayor Edward J. Kelly expressed gratification at the meeting's large attendance and, declared that the city government will break down barriers if it gains control over traction system discrimination. The fight is being led by Oscar Brown, manager of the Ida B. Wells homes.

Speakers Testify

Speakers at the hearing testified to the validity of Negroes' right to representation among transit employes. St. Clair Drake, University of Chicago sociologist, told the committee that the Chicago Surface Lines, alone, collects $3,000,000 a year in fares from Negroes while it employs about 50 among the organization's 15,335 workers, none of these in an operating capacity.

Collects More than Million a Year

The Chicago Rapid Transit company, the city's elevated lines, Drake continued, collects more than a million dollars in fares annually from Negroes, includes a few Negro janitors in its 4,776 employes. No Negro ticket agents or trainmen work even in Chicago's Southside, which is populated largely by Negroes, it was reported.

JAN 2 3 1943

In 1940 it was revealed, the Chicago Motor Coach company employed 46 Negroes on an operating staff of 968, none as drivers. It is estimated that a half a million a year was collected in Negro fares on this form of tranportation before the present transportation stringency.

Cites Cities Where Negroes Are Used

Detroit, Cleveland, and New York were cited as cities where Negroes are employed as street car conductors, motormen and as bus drivers, and Ald. Earl B. Dickerson and Benjamin A. Grant stressed the responsibility of the transportation industry, as of other industries, to integrate Negroes into employment during the war emergency.

As delegate of the Chicago Surface lines, only traction organization represented at the meeting, declared he was without authority to state company policy as to employment. The meeting ad journed to re-convene January 26

30-1943
Star of Zion
Charlotte, N. C.

IOWA PAPER CONDEMNS LETTER WRITING RACE BIGOT

Des Moines, Iowa.—The writer of a recent letter to the editor deplores the lack of a Jim Crow law in Iowa and dares the Des Moines Tribune to publish his letter.

OCT 7 1943

"The wearing of a uniform by a Negro does not change his color," states the letter. "They are still Negroes and should be segregated."

The letter which further asserted that Jefferson in writing the Declaration of Independence never meant that Negroes be included was published with the following Editor's Note appended:

OCT 7 1943

"We are not afraid but we are ashamed to publish it. Incidentally, Jefferson was ashamed of slavery as were most of the Founding Fathers."

30-1943

Cites Jim-Crow On Rock Island

Kansas City Call

Mrs. Ruth Shaw Tells of Discrimination

Kansas City, Mo.

KANSAS CITY, Kas.—(Special) Mrs. Ruth S. Shaw of Lawton, Okla., reports discrimination on the Rock Island train in Kansas last week.

According to Mrs. Shaw, she boarded a Rock Island train in Lawton, Tuesday, Aug. 10, to come to Kansas City to visit her parents, the Rev. and Mrs. M. J. Smith, 960 Thompson St.

She sat in the jim-crow car, said Mrs. Shaw, until she came to Wichita and knowing (Mrs. Shaw declared) that the jim-crow policy did not operate in Kansas.

The night crew came on at midnight in Caldwell, Kas., and two hours later at Wichita, Mrs. Shaw reported, she decided to leave the jim-crow car and enter the next coach. When she seated herself, Mrs. Shaw said, the brakeman told her she was in the conductor's office—so she moved.

Then, said Mrs. Shaw, she heard the brakeman telling the conductor about her moving into a coach not jim-crow. Mrs. Shaw said that she was ordered back into the jim-crow car and when she protested that Kansas was not a jim-crow state, she was told that because her seat check was in the other car she must sit there.

Afraid that she would be done bodily harm and being in poor health, Mrs. Shaw said she moved back into the jim-crow car. She said that when the train reached Kansas City, the brakeman nor conductor (there was no porter on the train at that time, the story goes) would help with her luggage. A soldier did, however.

Mrs. Shaw described the jim-crow car as a smoker converted for this use. One lavatory had been provided for both men and women and the place was filthy, she reported.

On getting off the train, Mrs. Shaw reportedly warned the two men that she would make trouble for them in Kansas City. It was said that they invited her to go ahead. She said she plans to make a report at the office in Kansas City, Mo., this week-end.

Mrs. Shaw is the wife of Clarence Shaw, a mortician in Lawton.

30-1943

KENTUCKY

Kansas City Call
Kansas City, Mo.

Was Denied Meals in Dining Car

JAN 1 - 1943

Kentucky Pastor Seeks $20,000 For Jim-Crowism

LOUISVILLE—(ANP) Jim crow accommodations for Negro railroad passengers were set for a thorough airing later this week when Federal Judge Shackelford Miller denied the petition of the L. N. railroad for dismissal of a $20,000 damage suit.

The suit was brought by the Rev. J. C. Clark, prominent minister of Jeffersonville who complains of discrimination on the road because of his color while an interstate passenger.

Rev. Clark charged that he was denied meals on the diner while en route to Louisville to Oklahoma City, and that on the return trip he was forced into a jim crow coach with inferior accommodatioons.

Judge Miller in refusing to dismiss the suit said the minister was relying on a recent ruling of the United States Supreme Court which held that discrimination in carrier accommodations based solely on the color of a passenger's skin violated the interstate commerce act.

The railroad's plea that it was not responsible for the acts of attendants on the coaches because it was simply acting as an agent for the Frisco line was dimissed by the jurist. He held that the contention was no answer to the peitioon, because the high court's decision specifically stated that the carrier must comply with its ruling and furnish equal accommodations.

Hearing on the suit was set for a date late this week.

L. & N. Loses Step One In Minister's $20,000 Suit Charging Jim-Crow

MAR 6 1943

Pittsburgh Courier
Pittsburgh Pa.

LOUISVILLE, Ky., March 4—A $20,000 suit of the Rev. J. O. Clark, Jeffersonville, against the Louisville & Nashville Railroad for alleged damages based on racial discrimination went a step nearer a jury trial when Federal Judge Shackelford Miller overruled a motion of the L. & N. for summary judgement here last week.

In his memorandum, Judge Miller stated that the L. & N. is relying on a Supreme Court rule which says that a common carrier is under no duty either by the common law or statute to transport or assume any of the responsibility for the transportation of passengers beyond its own line. The memorandum asserted that the minister was not informed of any limitation on his right to have first class accommodations.

According to information in the memorandum, the contract for the transportation was made by the L. & N. agent in Louisville through a verbal conversation with the minister and called for first class accomodations between Louisville and Oklahoma City.

STILL UNDER OBLIGATION

Judge Miller wrote that there was nothing in this contract which relieved the defendant from liability if one of the connecting carriers failed properly to perform.

The plaintiff, the Rev. Mr. Clark, is represented by Attys. E. K. Walker and Louis C. Taylor, both of Louisville.

Pastor Wins Round One In Carrier Suit

JAN 9 - 1943

Federal Jurist Denies Plea To Dismiss Action

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The railroad's plea that it was not responsible for the acts of attendants on the coach because it was simply acting as an agent for the Frisco line was dismissed by the jurist.

JAN 9 - 1943

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Hearing on the suit was set for a date late this week.

Refuses Jim Crow Seat, Defender Agent Arrested

Chicago Ill. Defender

MADISONVILLE, Ky. — Wallis M. Sisk, a well-known agent for the Chicago Defender, was arrested by Providence police last Saturday for not taking a seat in the rear of a South Eastern Greyhound bus in which he was riding.

Sisk said that when he attempted to take a vacant seat by a white man, the driver told him to go the rear. He refused, and the driver called the police. The officer took Sisk first to the justice of the peace, and finding him out, took him to the office of the chief of police. After questioning the Defender agent was released.

FEB 20 1943

The Back Seat

Courier-Journal

To the Editor of The Courier-Journal.

This is my first attempt to write to this column. After experiencing an embarassing situation on a Greyhound bus between Lexington and Danville, Ky., I feel justified in doing so. Louisville, Ky.,

It may be a law (or is it?) that all Negroes take the back seat on buses in Kentucky. On this particular night en route from Lexington to Danville, I myself, on the second seat from the back, while in front of me sat a Negro, whom I found out later to have been an honorably dis-

The American Negro is in this countrytheseour friends and not our enemies. They charged soldier, his wife, and child. people who were clean and intelligent look-sing, and whose conduct was perfect, rodeby paying Victory Tax, paying income tax, rdedebuying War Bonds, sacrificing their Negro pponmen on the war fronts, so that this de-amemocracy might survive. Why shouldn't they n tohave kept their seats?

lled The Greyhound Bus Company certainly re-should hire drivers who will show common nem courtesy to all customers, regardless to race, for the Negroes are also supporters of this ntrything for which we all are contributing and nemdying.

Danville, Ky.

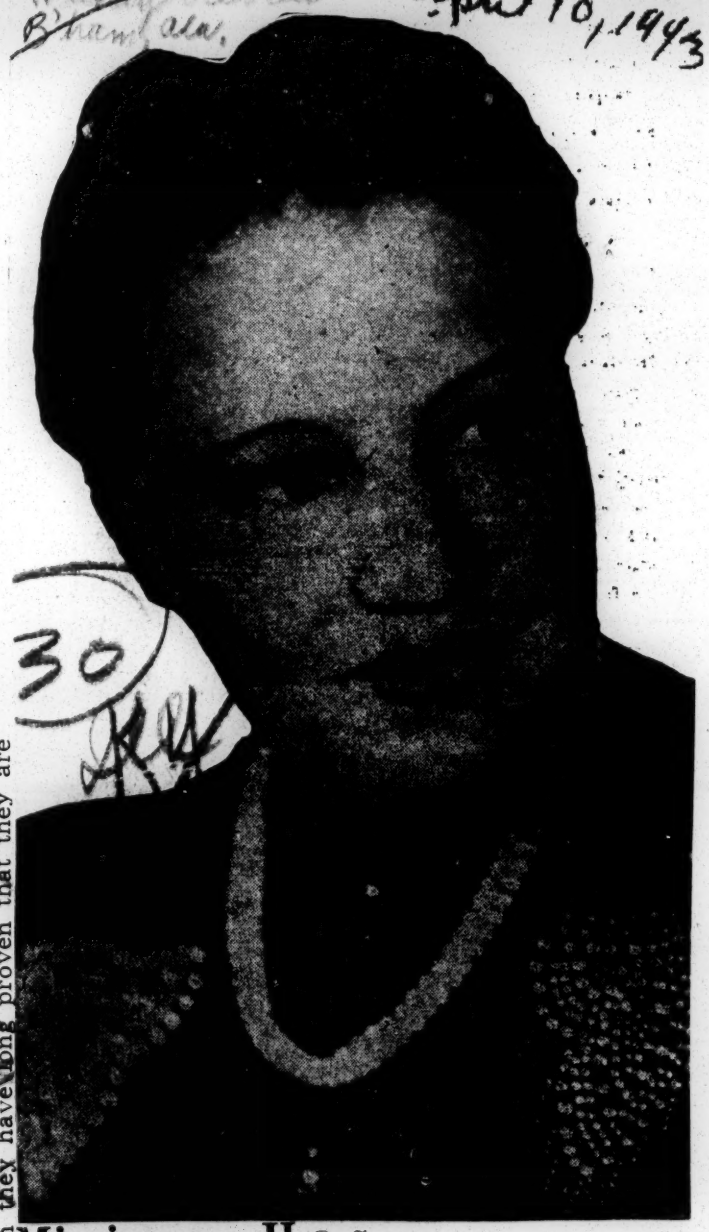
Japs are

ALLEN BROWN.

Weekly Review
Birmingham, Ala.

Sues Railroad For Discrimination

April 10, 1943



30

Missionary Has Trouble With R. R.

Birmingham, Ala.
1109 North 4th St.

Atty. A. M. Burrough
188 W. Randolph Street
Chicago, Ill.

Dear Mr. Burrough:

On Saturday, April 3rd, I had purchased a ticket on April 2nd on the "Sunchaser" over the Illinois Central Railroad from Chicago to Birmingham, Ala. On boarding th etrain at the 12th Street Station expecting to occupy seat No. 7, Car F-9 as per purchase; instead I was given another seat in an old-fashioned car. I was informed by the conductor that the car was broken down that I was to occupy, and that I should retain the seat that he had given me. (Iwant you to understand you cannot ride this train without a designated seat assigned

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 82

you by the ticket agent).

On purchasing my ticket in Chicago, I informed the passenger agent that I was a colored passenger, and knowing the law in the Southern States, I requested him to seat me in the car for colored passengers and he failed to do so. When I arrived at Fulton, Ky., about 7 P. M., on April 4th, I was asked by the porter to move and I refused to give up my seat, and he in turn got the conductor. I informed the conductor that the Chicago ticket agent had sold me the seat with the understanding that I was colored and a Missionary and would not have to move. He then became rough and said if I didn't move he would throw me from the rain or stop the train and have a police to put me off. He was very abusive in his manner. This I consider an insult as well as an unfair way to treat a First Class passenger. I informed him that I would have the Railroad Company to pay for this insult and he stated that he didn't care what the company paid that I was colored and I would have to move.

On moving into the other car I found I had not been given my seat, that is seat No 7 and Car F-9, that they had used it for white people until we got to Fulton, Ky., and then they decided to give us our seat because we were colored. We were refused food fmm the dine[illegible] Car, of course you know, is one of the Frst Class trains from Chicago to Miami, Fla.

And of course the one-half coach was provided for colored passengers. The conductor stated that it was embarrassing for him to ask me to move and also stated that I should sue the Railroad Company.

I was accompained by a young woman ,one Mrs. Amanda L. Jones of 1513 Swan Street, Jacksonville, Fla. The porter tore her fur coat in moving her things to the colored coach. She too was to occupy a seat that was not given her.

I want to file suit against the Illinois Central Railroad Company at once, and you can designate the amount that you feel we should ask for.

Yours truly,

PRIMROSE FUNCHES, National representative Foreign Mission Board—National Baptist Convention, Inc.

30-1943
Chicago Bee
Chicago, Illinois

Louisiana

CHI SOLDIER REFUSES TO 'SHUT UP'; BEATEN BY BUS DRIVER

MAY 16 1943

Indignities suffered at the hands of whites in Dixie communities in close proximity to army camps where Negro soldiers are stationed are becoming increasingly common and constitute a serious effect on the morale of the Negro soldier, it was disclosed exclusively to The BEE this week.

A report of an unwarranted attack on a Negro warrant officer by a white bus driver on Friday, April 30, in Many, La., illustrates the prevalence of these "morale-breaking" incidents.

Because he asked the bus driver, Orval Pritt, to "throw down" his wife's bags because there was no seat on the bus en route to Shreveport, La., 90 miles away, Warrant Officer James N. Randolph, of Chicago, was attacked by the driver with a blackjack when he resented the latter's abusive and offensive language.

Randolph, who is with the 93d Division on maneuvers in Louisiana, had accompanied his wife, Mrs. Walta Randolph, to Many, nearby town, to put her on the bus. She was going to Birmingham to visit relatives. First aid treatment was given the soldier by the Red Cross for abrasions of the neck and back. He missed severe head injuries only because the steel helmet he was wearing absorbed the bus driver's vicious blows.

Realizing that he could expect no protection, Randolph fled, closely followed by Pritt, who in the meantime, had drawn a knife. Catching up with the warrant officer behind the bus station, Pritt struck him again with the blackjack, while he attempted to open the knife with his teeth. It was during this encounter that Randolph's sustained neck and back injuries.

The soldier managed to knock the knife out of the anger-crazed driver's hand, while he warded off blows from the blackjack. Breaking away again, Randolph ran several blocks to the courthouse. Following in close pursuit were several white M.P.'s and a Negro M.P. officer, whom this witness stated, seemed to materialize "out of nowhere."

Attempts of Many's law enforcement officers to arrest Randolph for "creating a disturbance" were thwarted by this colored M.P., who assumed authority over the soldier and took him into military custody.

The unwarranted assault was occasioned, The BEE was informed, when Randolph, angered by the bus driver's refusal to return his wife's bags, because he was "a n---r," and refused to "shut up," had dared to voice his resentment. The conversation, as related by a witness who reported the incident to The BEE follows:

Randolph: "Throw down my wife's bags, there's no room for her."

Pritt (who was securing the bags under a tarpulin on top of the bus): "Shut up, boy." Randolph repeated his request three times, during which the driver shouted:

Pritt: "Boy, didn't I tell you to stop telling me what to do," (remarks punctuated by offensive and abusive terms).

Randolph: "I'm not telling you what to do. I may be a n---r, but I'm no boy. Just hand me my wife's bags."

Pritt: "You're nothing but a boy to me. I'm your boss, ain' I? (More offensive epithets followed). "Just wait a minute I'll take care of you." Randolph, in the meantime, had turned his back to the bus and was standing talking to his wife. Her outcry caused him to turn just in time to receive the driver's blow on his helmet. Pritt, the witness stated, had deliberately secured all of the bags, then climbed down, entered the bus and came out again with the blackjack in his hand.

The incident might have assumed dangerous proportions, it was stated, but for the presence of the military police. Approximately two-thirds of the male population of the town are armed with guns, it was stated, and a large crowd of these alleged "deputies," had milled around when the bus driver's blatant remarks rang out. Because she was unable to obtain a seat on buses leaving Many that day, Mrs. Randolph was forced to remain there overnight. Negroes are not permitted to enter the buses until all of the white passengers have obtained seats, it was reported.

Because the "inhabitants are unfriendly toward soldiers," all of the nearby towns with the exception of Many and Shreveport have been declared "off limits" for the 93d, all-Negro division. The 85th, predominately white, and also on maneuvers in Louisiana, is not restricted, it was revealed.

MAY 16 1943

Girl Beaten In Fray On Orleans Bus

NEW ORLEANS, La.—Despite the fact that the ordinance has not been passed to prohibit bathing on the Lake Pontchartrain area between the Industrial Canal and Franklin avenue, a section now frequented wholly by Negroes, a white plainclothes officer last week began a crusade of brutality by abusing and jailing a Race girl who was riding to the lake area with some friends for wholesome recreation.

According to the statement of Miss Bernice De Latte, 17 year old young graduate of McDonough No. 35 high school, she was pulled from a public service bus, struck in the back, threatened and suffered the humiliation of remaining in jail until released to her parish priest, Father Maloney of Corpus Christi church.

Miss De Latte claims that while accompanied by her sister and a friend they boarded a Bumber Base bus at Frenchman avenue and Gentilly road and noted that all seats in the back of the bus were occupied by other race members. As is the usual custom she moved the screen up a seat and was told by a man dressed in civilian clothes to get up.

Ignoring the man and just looking in his direction he grabbed the screen threatening to strike her. He then pushed her from the bus, struck her in the back, stating that he would "knock out her brains with the screen. Standing in the road, she remained until the patrol wagon arrived.

JUL 24 1943

Miss Delatte was booked at the fifth precinct. Acting immediately, President Daniel E. Byrd of the N.A.A.C.P., formed a committee which is arranging a conference with the mayor, district attorney, representative of the New Orleans public service, for the purpose of mapping plans to stop similar incidents on busses and street cars in the future.

HITLER COULD DO NO WORSE

Negroes recently held a mammoth North-South baseball game in New Orleans for the purpose of promoting the sale of war bonds and stamps. Thousands of people attended and Negroes bought $103,000 worth of war bonds. When a bus load of Negroes were returning from the game, the white bus driver ordered them all to crowd into the back and otherwise to obey his orders. When some of them did not act as he thought they should, he drove more than a mile off his route, to the police station and asked that they all be arrested; and they were all arrested and charged with disturbing the peace.

When the cases came on for trial the public service company upheld the driver by employing special counsel to assist in the prosecution, and all were convicted and given the choice of a $15 fine or 30 days in jail. Think of such a thing in fair America, which boasts of being a land of the free and of equal opportunity for all! Hitler could do no worse!

30-1943

Maryland

Attacked by Motorman

Afro-American
Baltimore, Md

MAR 27 1943

MAR 27 1943

BALTIMORE — Noah Young, 21-year-old Baltimore war worker, shows Randall L. Tyus, NAACP executive secretary, where white streetcar motorman allegedly beat him across the head with a track switch, early last Friday morning. The next day, Young found himself facing charges of disorderly conduct and assault in Northwestern police court. He asked for a jury trial. His case will come up next week in Criminal Court. The NAACP legal advisor, W. A. C. Hughes, Jr., will represent him.

Afro-American
Baltimore, Md.

War Worker Beaten Is Held by Conductor

BALTIMORE — Although allegedly savagely beaten across the head with a track switch key by a trolley operator early Friday morning, a 21-year-old war worker faced charges of assault and disorderly conduct last week end in police court.

MAR 20 1943

The victim, Noah Young of 324 N. Carey Street, waived preliminary hearing Sunday morning and through his attorney, W. A. C. Hughes, Jr., prayed a jury trial. He was released under $350 bail.

According to eye witnesses of the incident, Young boarded the street car at Druid Hill Avenue and N. Paca Street and was ejected by the operator who insisted that the former had not paid his fare.

Argument Renewed

However, after the disputed fare had been paid, witnesses report, the argument was renewed.

When the vehicle reached W. Biddle Street and Druid Hill Avenue, it was said, the motorman, Vernon Annacost, white, of 3914 Mulford Avenue, shoved Young from the trolley and struck him several times with an iron bar used to switch tracks.

Young was taken by police to Provident Hospital where he was treated for cuts of the scalp. Subsequently, he was taken to Northwestern police station and accused of assault and disorderly conduct.

The arrest was made on the initiative of Northwestern police, it was pointed out, and neither the Baltimore Transit Company nor the operator is a complaining witness.

MAR 20 1943

Officials of the NAACP, which is interceding in the case, called the alleged attack "brutality in its most wanton form."

"For White Only", Station Agent Tells Women; Throws Them Out Into Cold

Tribune
Philadelphia, Pa.
March 27, 1943

LAPLATA, Md.—An outrage imposed upon four young women who were roughly ejected from a ticket office here on March 14, was related to the TRIBUNE in a letter from one of the women, Mrs. Rachel G. Whitby, a school tacher.

In her letter, Mrs. Whitby states that she and three companions, all in their early twenties, walked a mile to the small village to buy bus tickets at the Greyhound station. The agent is alleged to have pushed the women from the station because it was "for whites only."

Mrs. Whitby stated that the agent told them that the "only place colored may wait is out on the road or a limited number of four may wait in a miniature kitchen behind the station."

Because they wanted shelter from the severe cold, the young women offered to stand in a corner of the waiting room away from the white people, but the agent, an Italian, reportedly shoved them outside and locked the door. They were unable to secure other means of transportation as no trains pass through that particular town.

Mrs. Whitby is a Philadelphian, but teaches in LaPlata. She is the sister of Gentry W. Gilmore, who joined the Royal Air Force, but who has since transferred to the American Armed Forces.

30-1943

MICHIGAN

CHARGED WITH CAUSING RACE FRICTION AT FORD'S

Courier
Pittsburgh, Pa.

DETROIT, Mar. 25—(ANP)—When Mrs. Ednal Glassgold, 28, white, finished her work in the Ford foundry Wednesday morning she was told that her work had terminated for allegedly creating racial dissension between white and colored workers. It is said that the woman, however, was reinstated later on by the morning by Bill Cooper, chairman of the motor building, pending trial by UAW-CIO officials Thursday morning.

MAR 4 1943

ASK DISMISSAL

Six women, four white and two colored, all working on the same shift as Mrs. Glassgold, testified against the woman. They asked that the woman be dismissed for causing dissension between the white and colored employes.

Mrs. Glassgold said that she had done nothing to cause a disturbance among the workers, that she felt the trial would prove the accusation false.

She said that the other whites felt that they should not be on friendly terms with the colored girls.

Mrs. Glassgold said that the real trouble started the day after she ate dinner with a Negro girl in the lower dining room. The office the following day issued an order stating that the women were not to eat in the lower lunch room. "Perhaps some of the women felt I was to blame for causing the issuance of the order," she said and added, "To my amazement, however, I later discovered that some of the white girls who had formerly been aloof, had gotten together with some of the colored girls, to make charges against me."

MAR 7 1943

Mrs. Glassgold was employed as an inspector in aircraft department of the Ford Motor building. She said that although she thought she would be reinstated, she would not return on the condition that she refrain from showing a friendly attitude toward her colored co-workers.

30-1943
Chicago Defender
Chicago, Illinois

Ban Race Papers At I.C. Station; 'Friction' Feared

MAY 29 1943

JACKSON, Miss. — (ANP) — Giving as the reason fear of racial friction, the newsstand in the Illinois Central station here has discontinued the sales of Negro newspapers to Negro soldiers and civilians.

Negroes will in the future be denied the use of baggage checking facilities formerly available at the station, it was also announced. Since the construction of the new station, Negroes and whites had been patronizing the same newsstand and using identical checking facilities.

MAY 29 1943

City officials, it was understood, construed this to be a violation of the city's rigid segregation laws, in view of the fact Negroes had to pass through the white waiting room to obtain service.

Soldier's Fair Wife To Sue Dixie Bus Co.

Afro-American
Baltimore Md.

JUL 3 1943

BALTIMORE — The NAACP may handle the proposed suit of Mrs. Audrey Riley, 23, former entertainer at New York City's Cotton Club, against the Tri-State Transit Company of Grenada, Miss., for indignities suffered last week when a white chauffeur refused her a seat on the bus after she had purchased a ticket.

Randall L. Tyus, executive secretary of the local NAACP, said Thursday that Mrs. Riley had turned the matter over to his office for consideration and that it would reach attorneys over the week end.

Mrs. Riley charges that she was struck with a blackjack by the white chauffeur, a Lee Parker, as she and her husband, Sgt. Theodore Riley, former welder at the Bethlehem Shipyards in Chester, Pa., attempted to board the bus at Camp McCain, Miss., where he is stationed.

Saved by Military Police

Military police intervened, she said, and saved her and her husband from possibly more serious injury, but that she was arrested as a result and fined $315 on a "disturbing the peace charge."

Mrs. Riley, who has lived for seven months in Grenada in order to be near her soldier husband, was forced to leave last week because of the mounting indignities heaped upon her by race-hating Dixie whites who thought she was "too light" to associate with her husband.

Now at Mother's Home

She is now at the home of her mother, Mrs. Loretta Baker of 323 McMechen Street.

Reports are that her husband, who accompanied her home after being reprimanded when he sought to protect her, was stricken ill here and is confined to a hospital at Fort Meade.

FORGETS TO SAY 'YES SIR': IS BEATEN ON BUS

Mississippi

WINONA, Miss., June 10.— Because in replying he said simply "Yes" in place of the customary "Yes, sir," 26-year-old Turner E. Brown, a passenger on a Tri-State bus which was passing through here was so badly beaten by a group of white men, hospital treatment was found imperative.

Arriving in Jackson Thursday, his head swathed in bandages and his left arm in a sling, Brown expressed the belief that had not a white woman passenger intervened, his white assailants would have beaten him to death.

Brown said he was changing buses for Greenville, and observing something broken in his bag, asked for the luggage while it was in the process of being checked.

The white attendant held up the bag and asked: "Is this your bag?"

Brown said he replied, "Yes."

"Don't you know you are supposed to say yes, sir, to a white man?" Brown quoted the reddening attendant as asking. Brown admitted he made a hasty apology, ending it with the requested "Yes, sir."

But the irate baggage attendant apparently didn't hear it for he had left his stand, returning a few minutes later with a long piece of rubber hose. Brown said he began running, closely pursued by the baggage man. He said he would have escaped, but a crowd of white passengers blocked the door and held him.

"The next thing I remember," Brown asserted, "was when I was being revived on a station by another colored passenger."

At the hospital in Jackson he was treated for severe abrasions about the head, neck and body and a fractured left arm. Following treatment he boarded a train for Greenville, forfeiting the bus ticket he had in his possession.

JUN 12 1943

Taxicab Service In Southland Defies All Jim Crow Rules Of Strange Dixie

Chicago Defender
Chicago, Illinois

FEB 13 1943

By ENOC P. WATERS
(Defender Staff Correspondent)

TUPELO, Miss.—A lot of things puzzle and confound your traveler in this not far-off, but certainly, strange land that's called the South.

Consider for a moment the taxicab situation. It has become the third of my three chief worries when I alight from a train.

The other two are where to sleep and where to eat. In addition, now, I have to consider how to get there.

In democratic America, this should not be since there are hotels and restaurants in abundance. But for Negroes there are so few and many of these are so poor.

But it's the cabs of which I write now.

In Memphis, when I first arrived there, I hailed a Yellow and the driver, a diplomatic chap, suggested that I use another entrance at which I would find, parked and waiting Negro cabs.

I followed his instructions and was whisked to the Marquette hotel, a stone's throw from the station and "frisked" for a dollar. Later I learned that the charge should not have been more than 35 cents.

I tucked this bit of information in my mental suitcase, which, thank God, is not as difficult to lug from one place to another as my heavy typewriter and traveling bag.

When I reached Little Rock, Ark., my next stop, I thought myself taxi-cab wise, so immediately looked for a colored cab as I emerged from the station.

But I saw none. I did see a line of Checker cabs, with white women drivers. Realizing I could only be ignored or refused if I were wrong, I hailed one and to my surprise, the "cabette" responded with dispatch.

Pulling up in front of me, she jumped out, and together we loaded my baggage in the rear compartment. As I was about to get in, she asked if I was in a hurry.

"Not especially," I replied. "Why?"

"I'd like to pick up some more fares if it's all right with you."

"O.K." I said and she disappeared into the station. To my astonishment, she returned in a minute with two Negro women and a white couple.

The "cabette" opened the rear door and told me and the two women to sit up front with her.

Now to get to Tupelo, Miss., by train from Little Rock, I had to go back through Memphis. I called a Checker cab again, and when it arrived two white women were sitting in the rear seat, so the "cabette," this time, invited me to ride on the front seat with her.

My train the Missouri Pacific, departed from the Union station in Memphis and I had to go to Grand Central station, which was not far away, to get a Frisco train for this city.

Cabs, white and colored, were scarce, and standing near me waiting for cab service were a white soldier and sailor. A colored cab rolled up, the driver got out and asked where I was going.

"To Grand Central station," I replied.

"How far is Lake View hotel from here?"

"Well, how does a guy get there?"

"In a cab."

"Where's the cab?"

"Up the street a piece."

"How far?"

"A coupla blocks."

"I finally got him to take my bags "up the street a piece," to the cab stand.

To my amazement, the driver was white and he immediately jumped out, loaded bags, and asked "where to?"

And this is Mississippi.

FEB 13 1943

FEB 13 1943

FEB 13 1943

Argus
St. Louis, Missouri

NAACP IN JIM CROW R.R. CASE

JAN 2 2 1943

Soldier Denied Reservation

Sergeant Ishmael C. Navies, who was inducted into the army last August at Jefferson Barracks, was enroute from California to Fort Benning, Georgia to attend an officers training school. He arrived in St. Louis and got Pullman accommodations on the St. Louis and San Francisco Railroad only to be told when he attempted to enter the car that someone was asleep in it and he had better take a seat in the colored coach. The NAACP has registered a vigorous protest with the Pullman Company, the Railroad Company and the Interstate Commerce Commisssion. The matter is also being referred to the war department with the hope that it will take action in the matter.

JAN 2 2 1943

Urge Bill Support

The Branch is urging every friend of democracy to write and urge his or her representative at Jeffersosn City to support House Bill No. 47, which is the civil rights bill introduced by Attorney Edwin F. Kenswil for the Assocation. The bill has been referred to the Committee on Civil and Criminal Procedure and the NAACP is anxious to have a large delegation in Jefferson City at the hearing in order to impress upon the legislators that Negroes really want justice and democracy.

Argus
St. Louis, Missouri

PUBLIC SERVICE UNREADY

Cites Trend In Hiring

JAN 1 - 1943

Union Head Is Not Opposed

The first Negro applicant for a job as a street car or bus operator in St. Louis received little hopes from the Public Service Co. The job seeker, Sanders S. Mason of 4246 West Belle Place, who has served as a traveling representative for a large firm, stated that he felt the hiring of Negroes on public transit systems in line with the trend that is sweeping most large cities during the war man-power shortage.

Hired Elsewhere

JAN 1 - 1943

A recent enforcement of Executive Order 8802 required the hiring of Negro transit operators in Washington. Other Metropolitan centers with large percentage of Negro population, such as St. Louis which have Negro bus or street car operators or both are Cleveland, Detroit, New York, Pittsburgh, Philadelphia and Jersey City.

Vice President and General Manager S. W. Greeland in answer to Mason request told him that the company has scores of Negroes working in track gangs but was not ready to place them in capacities as operators. His reply to Mason's request read in part:

"We have not given serious consideration to the question of employing colored operators of our buses due to the fact that we have not yet experienced a shortage of experienced white employes to meet our needs.

"We have been employing colored men in other departments and it may be that some time in the future we will consider the employment of colored men for operators."

JAN 1 - 19

Union Not Opposed

In the Washington case, the operator's international union of the Amalgamated Association of street, Electric Railway and Motor Coach Employes of America, president, W. D. Mahon stated:

"Take into consideration the fact that we are now engaged in a war in which the colored man is called upon to do the same line of duty that the white man is called upon to do."

Mr. Mahon declared that there are colored men who have held membership for years in the union and stated that "there is no difference so far as he could find out in the accident record of white and colored operators.

Argus
St. Louis, Missouri

'HITLERS' GET OUT

March 12, 1943

DECLARE

Defend Negro Put Off Car

NAACP Lawyer Files Complaints

An exciting scene was enacted in the heavily concentrated business district at 6th and Olive Streets Thursday afternoon, March 4 after William Bell, 31, had been ejected from a street car. A dense crowd of civilians and soldiers who gathered and learned of the incident, created such a stir and raised such a howl of disapproval over the injustice that an officer quietly walked away with Bell and released him. Bell, who resides at 3812 Finney avenue, is the grandson of Rev. W.W. Perry, and was formerly operator of the People's Printing Shop. He was not satisfied merely with being released and placed the case in the hands of the NAACP lawyer, David M. Grant.

Bell said that he never believed that such Hitleristic and deep South actions could occur in his native city. He went on to say that it was not so much to him but to all the Negroes of St. Louis that the Public Service Company and the motorman owed an apology for the denial of citizenship rights.

ORDERED UP

In recounting the story to a St. Louis Argus representative, Bell, a defense worker at Scullin Steel Company, who was on sick leave due to injuries, said he boarded an Olive car at Broadday and took a seat in the rear. The car rapidly filled up and a white man and his wife took a position standing over him, The man asked Bell to give up his seat so that his wife could sit down. And when Bell refused, the woman stated, "I would not sit down beside a neg—— in work clothes." The man then demanded that Bell get up, saying that he would see that he got up. The white man then went to the front of the car and asked the motorman to come back, which he did, and using abusive language insisted that Bell get up from his seat. Bell again refused and the motorman started the car up and stopped in the next block and summoned a traffic officer who took Bell from the car and told him to stand on the corner without giving him any reason as to why he was removed from the streets car. Soon a police sergeant came and rebuked the officer for his actions but told Bell he could not arrest him because there was no charge. They then asked to see Bell's draft card and Bell, who was crying because of his hurt feelings, threw the card on the ground, saying, "Here it is. I don't want to fight for a country that treats one of its citizens this way." By this time a crowd had begun to gather and a white woman who had witnessed the incident said, "Yes, I don't blame him. I have three sons fighting over there and I know what they are fighting for." Others in the rapidly gathering crowd quickly backed up the feeling of resentment over the Hitler-like act. Several soldiers who were in the crowd, said "He is a citizen just like we are, and he should be treated like one."

After the incident, Bell admitted that he was really surprised by the way the whites had rallied to his cause and condemned such race hatred.

Attorney Grant said he would present a complaint to the Public Service Company and also to the police department.

The names of the officers in the case were not learned.

30-1943

Daily World
Atlanta, Ga.

Assaulted Clergyman Sues Southern R. R.

NEW YORK, N. Y.—(SNS)—The Rev. J. C. Jackson, 76-year-old Hartford, Connecticut, minister who was beaten by a white passenger while traveling through Alabama, September 7, 1942 filed in the Supreme Court of the State of New York suit for $50,000 against the Southern Railway Company, it was announced this week by the National Association for the Advancement of Colored People. The case is being handled by the law firm of Hays, St. John, Abramson and Schulman. Associated with the firm on this case is Gerald Weatherly, white Georgia-born member of the Texas bar.

The Southern Railway is being sued on the grounds that a public carrier is responsible for the safe delivery of its passengers to their destination and the protection of such passengers against harm inflicted by fellow passengers if the proper authorities have been duly warned of the imminence of such harm.

While riding as a first class passenger enroute to Memphis, Tennessee, to the Baptist Convention, Rev. S. A. Young was struck on the face by J. T. Hudson of Decatur, Ala., who at the time of striking is alleged to have shouted to Young who was passing through the white coach, "Don't come through here. N....rs have been coming through here all day and I'm tired of it." Shortly afterward Young reported this to the conductor.

Inasmuch as the conductor was informed of the striking by J. T. Hudson of the Rev. S. A. Young, 60-year-old Washington minister and traveling companion to Rev. Jackson and of Hudson's threats fully a half hour before Hudson's attacks on Rev. Jackson, the plaintiff claims that the conductor had ample opportunity of restrain Hudson or eject him from the train.

the Atlantic Coast Line railroad refused to serve them in the dining car on a trip from Florida to New York last June.

The seamen, Ernest Rutledge and John Owens, gave their evidence at a hearing conducted by an examiner for the Interstate Commerce Commission.

Rutledge and Owens, along with 16 other crew members who are now at sea, are seeking an injunction to prevent the railroad from discriminating against Negroes in the future.

They testified that the company which owned their ship had paid their Pullman fares from a Florida port to New York, and paid for meals in the diner which were not provided. Two white members of the crew were placed in a different Pullman car and given all their meals, the witnesses said.

NEW YORK

case, Rev. Jackson stated that he felt that "the public was entitled to know of the settlement."

Carrier Responsible

The settlement was made on the grounds that a public carrier is responsible for the safe delivery of its passengers to their destination and the protection of such passengers against harm inflicted by fellow passengers if the proper authorities have been duly warned of the imminence of such harm.

The attack upon the 76-year-old Rev. Jackson, occurred while he and his travelling companion, Rev. S. A. Young, were on a Southern Railway train en route to the National Baptist Convention at Memphis, Tennessee. Rev. Jackson and Rev. Young attempted to pass through a white coach and Rev. Young was struck on the face by J. T. Hudson of Decatur, Alabama, who shouted, "Don't come through here. Niggers have been coming through here all day and I'm tired of it."

Young reported this to the conductor. A half-hour later Rev. Jackson was brutally beaten by the same passenger. The plaintiff held that the conductor had ample opportunity to restrain Hudson or eject him from the train.

Report Jim Crow Trains Leave Pennsy Station Daily

Pittsburgh Pa. Courier

JUN 12 1943

NEW YORK, June 10—According to reports jim crow railroad trains depart from the Pennsylvania station every day. These trains are not part of the Pennsylvania system, but operate over the Pennsylvania tracks as far as Washington.

The Atlantic Coast Line railroad's "Tamiami Champion" and the Seaboard railway's "Silver Meteor" are two of the trains which no longer wait until they enter the South to segregate Negro passengers. They have dispensed with this formality by including in their equipment a "Negro car."

GIVEN "SPECIAL" RESERVATION

Reservations for the two trains mentioned above must be made 24 hours in advance and Pennsylvania ticket agents are instructed how to make separate reservations for Negro and white passengers on these trains. "Special" reservations is the code to designate Negro passengers, it was said, but railroad officials denied that there was a code for the segregation of Negroes.

C. G. Pennings, general passenger agent for the Pennsylvania in New York, said: "A Negro car is set aside for the convenience of Negroes traveling South of Washing so that they will not have to change. Ticket agents are instructed to tell Negroes that they are being placed in the all-Negro car, but that they can have accommodations in any car north of Washington, if they desire them."

Attacked By White Passenger

The Informer

March 27, 1943

New York, N. Y.—The Rev. J. C. Jackson, distinguished Hartford, Connecticut Baptist minister and president of the New England Baptist Convention who was beaten September 8th by a white passenger on a train in the South has received a settlement of $3750 from the Southern Railway Company, the National Association for the Advancement of Colored People announced this week.

Thurgood Marshall, NAACP special counsel, and Arthur Garfield Hays of the national NAACP legal committee, handled the case which was settled out of court. Expressing his appreciation to the NAACP for its successful conduct of the

Railroad Must Pay For Attack On Minister

Journal and Guide Norfolk, Virginia

MAR 27 1943

NEW YORK—The Rev. J. C. Jackson, distinguished Hartford, Connecticut Baptist minister and president of the New England Baptist Convention who was beaten September 8th by a white passenger on a train in the south, has received a settlement of $3,750 from the Southern Railway Company, the National Association for the Advancement of Colored People announced.

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MAR 27 1943

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MAR

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Rev. Young reported this to the conductor. A half-hour later Rev. Jackson was brutally beaten by the same passenger. The plaintiff held that the conductor had ample opportunity to restrain Hudson or eject him from the train.

Railroad Accused Of Discrimination

JAN 15 1943

"P. M. Daily "New York"

Two Negro seamen have testified that

Her Voice Sounded "White" So—

She's Refused Reserved Tickets by Penn. R. R.

Peoples Voice
New York, N. Y.

JUN 24 1943

PV learned this week that old man jimcro continues to ride the Pennsy railroad right out of NYC despite statements made recently by RR executives that no discrimination is practiced by the railroad office.

Mrs. Mae Calhoun, 546 W. 146th st, told PV that she was refused reservations she made over the telephone on July 5 for 5 tickets to Greenville, S. C. The passenger agent to whom she talked that day This is what happened made reservations for August 1 in Car 86, seats 25, 35, 39, the Pennsy Station for the tickets at 3 pm, last Thursday: The ticket agent, Mr. Wilman (Mrs. Calhoun determined his name from the sign on the window), expressed surprise when he saw Mrs. Calhoun. After he determined that no white people were to be in the party, he told her he picked up on July 15. When Mrs. unable to turn her reservations over to her.

VOICE SOUNDED 'WHITE'

"I thought you were white," he explained. could do about the situation Mrs. Calhoun' prohere in NYC; such discriminatory Such cases are being Mr. Wilman said taken care of in Washington

and reservations for Negro people going south must be made from that office.

It was not so many weeks ago that C. G. Pennington, Passenger Traffic Manager of the NYC line, laid down the road's policy to City Councilman Adam Clayton Powell, jr,

OFFICE HEDGES

Last Saturday morning, however, when a *PV* reporter called Mr. Pennington's office, A. I. Smith, Pennington's chief clerk and assistant said, regarding the Calhoun case:

"As far as the Pennsylvania Railroad is concerned, we have no problem emanating out of New York. The trouble is really in the South where Jimcrow laws exist. We feel that it would be embarrassing to us, to colored people and to Southern lines if we sell through space to southern states."

He went on to say that the railroad doesn't hesitate to sell space to Washington but that "we are on the spot here in NYC." The agent, Mr. Wilman, he continued, may have been abrupt in dealing with Mrs. Calhoun and perhaps didn't interpret the Pennsylvania RR rules in the most sympathetic spirit.

The *PV* reporter pointed out to Mr. Smith that such an attitude on the part of any organization as the one displayed by the Pennsy RR was certainly harmful to the war effort at a time when we are striving for national unity. The chief clerk agreed, but said that there was nothing the railroad could do about it as long as jimcro laws exist in the south.

Mrs. Calhoun has turned the matter over to Atty. Hope Stevens, 200 W. 125 st, who is representing her in a legal action to be brought under New York State Law.

Jim Crowism Sneaks Into Trains Here

PM
New York, N. Y.

Tickets for 'Negro Cars' Put Over on Passengers at the Pennsylvania Station

By WILLIAM FISHER

Jim Crow railroad trains leave from the Pennsylvania Station daily.

These trains are not part of the Pennsylvania System, but operate over the Pennsylvania's tracks as far as Washington. They are:

¶ The Atlantic Coast Line Railroad's Tamiami Champion, leaving at noon and at 3:05 p.m.

¶ The Seaboard Railway's Silver Meteor, leaving at 2:35 p.m.

These railroads no longer wait until they enter the South to segregate Negro passengers. They have dispensed with this formality by including in their equipment a "Negro car."

De Luxe Service

For white passengers these lines provide through travel to Florida in air-conditioned and air-cooled deluxe coaches, with modern reclining seats similar to those in the Pullman parlor cars; diner and tavern-lounge cars.

The Negro cars on these trains, also air-conditioned and air-cooled, are equipped with reclining seats, but they are half baggage and half passenger cars directly behind the engines.

The trains include diner and tavern-lounge service for white passenger, but not for Negroes south of Washington.

Reservations for seats on the Champion and Silver Meteor must be made at least 24 hours in advance. And, the Pennsylvania Railroad's ticket agents are instructed how to make separate reservations for Negro and white passengers on these trains.

The plan shunting Negroes into Jim Crow cars in New York works so smoothly there seldom is any hitch in the railroad's practice.

Whenever a Negro passenger does obtain a seat in a white car, word is passed on to the train conductor, who shifts him to the segregated car at his first opportunity, either before the train reaches Washington, or in the capital.

When a Negro buys a ticket for either the Champion or the Silver Meteor, the ticket agent telephones the reservation office that he wants one "special"—the code to designate the Negro.

If, however, a Negro makes a reservation over the telephone, the agent is instructed to tell him, when he calls for the ticket, that a mistake has been made and give him one in the Negro car.

Handle With Care

Should he protest the agent's explanation and refuse to accept the excuse that the train is otherwise sold out he will be given a seat over the wheels in another car—that is either the first or last seat of the car, an uncomfortable place.

Word is then passed to the conductor that the Negro passenger is to be handled with care, but is to be shifted before the train leaves Washington.

At the office of the Atlantic Coast Line's general passenger agent, R. S. Voigt, today, a spokesman passed the buck to the Pennsylvania Railroad.

"Between New York and Richmond," he explained, "it's entirely up to the Pennsylvania.

S. B. Murdock, general passenger agent for the Seaboard in New York, admitted readily that his line tries "to get those people to go into the all-Negro car."

Denies 'Special' Code

When asked if he didn't think the practice of segregating Negroes out of New York was in effect a violation of the Civil Rights Laws of New York, New Jersey and Pennsylvania, he said:

"I don't think so. We provide equal accommodations for colored people and merely do this so that they will not have to change in Washington."

C. G. Pennington, general passenger agent for the Pennsylvania in New York, denied that the code word *special* was used by ticket agents, and said:

"A Negro car is set aside for the convenience of Negroes traveling south of Washington so that they will not have to change.

"Ticket agents are instructed to tell Negroes that they are being put into the all-Negro car, but that they can have accommodations in any car north of Washington, if they desire them."

Jimcrow Laid To Bus Line Here

Daily Worker New York, N.Y.
DEC 3—

Jimcrow seats mirrored in the most despicable poll-tax fashion was charged yesterday against the Safeway-Trailway Bus Company by Mrs. Mabel F. White, Negro, of the Bronx. Mrs. White told the Daily Worker that a company driver ordered her to sit in "the sixth row" when she boarded the bus at the Dixie Hotel terminal here last Nov. 15.

Mrs. White, who [illegible] bought an unreserved round-trip ticket to Philadelphia, was ordered to the most uncomfortable seat despite the vacant places in the bus. When she moved to the front the driver ordered her back, she charged. Mrs. White's protest to the Safeway-Trailer management has been forwarded to the main office in Washington, Richard Silver, Terminal manager, told the Daily Worker. Mr. Foster insisted that discrimination was not the policy of the company.

Sitting beside a Negro

Dear Editor: New York, N. Y

In the August 22 PM, Mr. O'Brien told in his *Dear Joe* column of an incident whose main point was that an elderly white woman took a seat in the train next to a Negro corporal. Mr. O'Brien went on to comment, "On behalf of the War and Navy Departments, I awarded an imaginary 'E' flag to the gray-haired woman."

PM

Why such ecstasy? I do not see why Negro people should feel particularly honored when white people sit next to them.

New York City LILLIAN WACHTEL

Nobody intimated that the Negro corporal was being "honored," but as a white man I was pleased to see a white woman exhibiting good manners, especially on the Long Island Railroad.

Segregation Is Flayed By N. Y. Rabbi

Daily World
Atlanta, Ga.

NEW YORK—(ANP)—Jim crowism as practiced on buses, street cars, and trains was flayed last week by Rabbi M. K. Cohen, chairman of the Committee on Economic Discrimination of the American Jewish congress, in a stirring address "Is This a White Man's War?" last week at the New York Free Synagogue, where he serves as associate rabbi...

'Just as the Jew considers the treatment of Jews in other lands as the measure of the liberal spirit," he declared, "so must the treatment of the Negro and other minorities be the barometer of democracy in America."

He told his audience to "try this psychological trick on yourself. Whenever I cite an instance of Nego abuse, substitute the word Jew for Negro. Notice how your blood pressure rises. That is exactly the way Negroes react to the abuse of Negroes. As Americans we should react with the same indignation over Negro as over Jewish injustice."

Rabbi Cohen further stated that the present total war 'has heaved into naked relief the hitherto submerged problem of Negro-white relations," and added:

'This is certainly the time for the Negro to seek his rights. Race prejudice is promoted by forces of evil. It is spawned by frustrations and insecurity. It is designed to breed violence."

Anti-Semitism that may exist among Negroes, he said, is the result of Nazi propaganda, which has persuaded some of the Negro population that, if a portion of the persecution to which it is subjected can be sidetracked against the Jews, the lot of Negroes might be easier.

30-1943

North Carolina

Woman Beaten By Police, But Court Convicts Her

Pittsburgh, Pa. Courier

WILMINGTON, N. C., Aug. 5—(ANP)—To the amazement of spectators, Mrs. Mamie Williamson, a highly respected resident here, was given a 30-day suspended sentence in recorders court last week by Judge H. Wendell Smith upon her conviction on charges of violating the race separation law, assault and battery and resisting arrest. Mrs. Williamson, before her arrest, was dragged from the bus, kicked and beaten by police officers while 60 horrified bus passengers looked on.

Attys. C. J. Grates of Durham and Aaron Goldbery of Wilmington, contending that the state failed to prove its case, asked leave to appeal which was granted by the court. Machinery was immediately set in motion to prepare for redress before the Hanover County Superior court.

DRIVER MAKES CHARGES

Charges were brought against Mrs. Williamson by J. D. Holloway, driver of the Tidewater Power company, who was transporting passengers to the ship docks to witness the launching of the Liberty ship John Merrick, named for the founder of the North Carolina Mutual Life Insurance company.

According to Holloway, Mrs. Williamson refused to give a seat to a white man when ordered to do so, whereupon he summoned officers N. J. Wolf and William Leitch who threw the woman from her seat into the street, and while each held an arm pummeled her into a state of near unconsciousness. They then took her to the local jail. Mrs. Williamson was forced to remain behind bars for more than a half hour pending arrangement of $500 bail.

Substantial witnesses to the affair claim that the well-known woman was the victim of the prejudice of the driver and the Cossack-like viciousness of the policemen. According to their testimony, the following actually occurred:

Mrs. Williamson boarded the bus along with 30 or 40 other persons en route to the launching ceremony and occupied a seat behind the driver. Later, other passengers were picked up, including four white persons, all of whom had to stand because the vehicle was crowded.

OTHER CHARGES

The driver, observing the white standing, ordered Mrs. Williamson to give her seat to a man, but she refused to do this, stating that there was no seat for her to occupy. Turning off the main highway, the driver headed for police headquarters and placed race separation law violations against the passenger. Police later added the other charges.

While the other riders were locked in the bus by the driver, the officers pulled Mrs. Williamson from the carrier and flung her to the ground with such force that her clothing became disarranged and her tooth plate was knocked from her mouth. The policemen then held her arms and beat, kicked and reviled her. Mrs. Williamson was then placed under arrest and crated off to a cell block.

Other passengers who attempted to leave the bus after the incident were ordered back at gun point by one of the officers and told to proceed to the shipyards. Approximately 10 of the terrified passengers complied with the order and arrived at the yards just in time to see the crowd attending the ceremony leaving the docks.

Sentence was imposed by Judge H. Wendell Smith who found Mrs. Williamson guilty of violating the race separation law, entered verdicts of guilty in the other two charges, but ordered all of them merged into one offense.

TEN DAYS TO NOTE APPEAL

The court allowed the defendant ten days to note an appeal to the Hanover County Superior Court. Charges were brought against Mrs. Williamson by J. D. Holloway, bus operator for the Tidewater Power Company, and H. Wendell Smith upon her conviction on charges of violating the race separation law, assault and battery and resisting arrest. Mrs. Williamson, before her arrest, was dragged from the bus, kicked and beaten by police officers, while 60 horrified passengers looked on.

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THROWN FROM BUS

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Woman Struck By Officers Is Convicted

Norfolk, Virginia

Witness Testify She Was Thrown Off Bus

AUG 21 1943

WILMINGTON, N. C. — A highly respected woman resident of this city whose story that she was dragged from a bus by two police officers, brutally beaten and kicked, and placed under arrest, was fully corroborated by at least a score of reliable witnesses, was given a 30-day suspended road sentence following a hearing in Recorders Court here on Thursday, July 15.

The defendant was Mrs. Mamie Williamson who was found guilty of violating the race separation law on public conveyances, assault and battery on a bus driver, and resisting arrest.

Sentence was imposed by Judge H. Wendell Smith who found Mrs. Williamson guilty of violating the race separation law, entered verdicts of guilty in the other two charges, but ordered all of them merged into one offense.

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Negro Passengers Left At Station

Daily World

Atlanta, Georgia

SEP 7 1943

WASHINGTON, D. C.—(SNS)—The Interstate Commerce Commission was asked this week by the NAACP to bring to task the Atlantic Coast Line Railroad and other carriers found to discriminate against Negro passengers in the allotment of equipment.

The Association's demand followed the receipt of a telephone call from a New York resident who charged that she had been in the station at Rocky Mount, North Carolina for almost 20 hours and that 9 or 10 northbound trains had passed through each of which received white passengers but refused to receive any colored passengers. She said that there were about 200 colored passengers waiting in the station and that among them was a woman with a sick baby.

The New York office of the Atlantic Coast Line Railroad which operates through Rocky Mount surmised that the difficulty was due to the general strain on carriers and the shortage of equipment for civilian travel caused by military demands.

The NAACP held that even in a difficult situation like the present there should be no discrimination as between races in the allotment of whatever facilities are available.

"From reports that have come to us," the NAACP letter to ICC stated, "we believe that carriers in southern states have not allotted a fair proportion of available equipment to Negro passengers. The jim crow law was not invented by Negroes and the record shows that they have been protesting against it for years. The humiliation involved is bad enough; there ought not be any inequality."

In addition to writing to the I. C. C., the NAACP also communicted with the Office of Defense Transportation.

J. B. Eastman, director of ODT said that an investigation of the Rocky Mount situation revealed that "traffice of all description was left at various stations along line on this date. Additional trains had been added and all equipment had been pressed into service. Trouble is that more people are endeavoring to travel than there are facilities available. This applies to all races. The matter of providing adequate facilities as nearly as possible under prevailing conditions has been handled with Atlantic Coast Line and all other lines in the South."

Discrimination on Jim Crow Railroad, NAACP Charges

Washington Tribune

Washington, D. C.

The Interstate Commerce Commission was asked this week by the NAACP to bring to task the Atlantic Coast Line Railroad and other carriers found to discriminate against Negro passengers in the allotment of equipment.

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Amsterdam News

New York, N. Y.

Passengers Barred From Dixie Trains

ROCKY MOUNT, N. C. — An investigation of last week's charge that 200 Negro passengers were compelled to wait 24 hours for north-bound accommodations here while white passengers boarded Atlantic Coast Line trains has been asked by the Interstate Commerce Commission according to a letter to the NAACP from W. P. Bartel, ICC secretary.

The NAACP informed the ICC, tion and the Atlantic Coast Line of the Office of Defense Transporta- the complaint of a homeward bound New York resident who was among the waiting passengers. The New Yorker made a long distance telephone call to the national office to report the situation at Rocky Mount.

Woman Beaten By Policemen

Daily World

AUG 4 - 1943

Sentence of 30 Days Suspended

Atlanta, Georgia

WILMINGTON, N. C. — (ANP) — To the amazement of spectators, Mrs. Mamie Williamson, a highly respected resident here, was given a 30-day suspended sentence in recorders court last week by Judge

N.C. Woman, Beaten By Cops, Convicted By Court

Chicago Defender

Chicago, Illinois—

WILMINGTON, N. C. — (ANP) — Mrs. Mamie Williamson was given a 30-day suspended sentence in recorders court last week by Judge H. Wendell Smith, upon her conviction on charges of violating the race separation law, assault and battery and resisting arrest. Mrs. Williamson before her arrest was dragged from the bus, kicked and beaten by police officers while 60 bus pasengers looked on.

Attys. C. J. Gates of Durham and Aaron Goldbery of Wilmington, contending that the state failed to prove its case, asked leave to appeal which was granted by the court. Machinery was immediately set in motion to prepare for redress before the Hanover County Superior court.

Charges were brought against Mrs. Williamson by J. D. Holloway, driver for the Tidewater Power company who was transporting passengers to the ship docks to witness launching of the Liberty ship John Merrick, named for the founder of the North Carolina Mutual Life Insurance company.

According to Holloway, Mrs. Williamson refused to give a seat to a white man when ordered to do so. He summoned Officers N. J. Wolff and William Leitch who threw the women from her seat into the street, and while each held an arm, pummeled her into a state of near unconsciousness. They then took her to the local jail. Mrs. Williamson was forced to remain behind bars for more than a half hour pending arrangement for $500 bail.

AUG 7 1943

Witnesses to the affair claim that the well known woman was the victim of the prejudice of the driver. According to their testimony the following actually occurred:

Mrs. Williamson boarded the bus along with 30 or 40 other persons en route to the launching ceremony and occupied a seat behind the driver. Later other passengers were picked up including four white persons all of whom had to stand because the vehicle was crowded.

The driver, observing the white people standing, ordered Mrs. Williamsson to give her seat to a man, but she refused to do this stating that there was no seat for her to occupy. Turning off the main highway, the driver headed for police headquarters and placed race separation law violations against the passenger. Police later added the other charges.

While the other riders were locked in the bus by the driver, the officers pulled Mrs. Williamson from the carrier and flung her to the ground with such force that her clothing became disarranged, and her tooth plate was knocked from her mouth. The policemen then held her arms and beat, kicked and reviled her. Mrs. Williamson was then placed under arrest and crated off to a cell block. Mrs. Williamson was then placed under arrest and carted off to a cell block.

Other passengers who attempted to leave the bus after the incident were ordered back at gun point by one of the officers and told to proceed to the shipyards. Approximately 10 of the terrified passengers complied with the order and arrived at the yards just in time to see the crowd attending the ceremony leaving the docks.

AUG 7 1943

Fine 4 Women Who Won't Ride Jim-Crow

Chicago Defender Chicago, Illinois

MAR 20 1943

HENDERSON, N.C.—Four New York women, arrested for refusing to ride in the jim-crow coach of a Seaboard Airline southbound train, were fined $5 and costs here last week for disorderly conduct.

The women, Mrs. Anna Hill, Mrs. Anna Mason and the Misses Emmalina and Elmira Debnam, were taken into custody by Henderson policemen on complaint of the train crew. Testimony to the effect that the women, protesting that this is "supposed to be a free country," declined to leave a coach which the company claimed was "for white passengers" to take seats in the car set aside for Negro travelers under the system of Southern segregation.

A party of white officers, headed by Deputy Sheriff J. D. Peck, met the train when it arrived at the depot. Their presence was in response to a wire that had been sent ahead by the train conductor following his inabillty to force the women into the jim-crow coach.

White Passengers Applaud

Mrs. Mason, protesting against the treatment she was being accorded, threatened to carry the case "even as far as the White House."

MAR 20 1943

It was reported that Peck immediately replied with "Oh, that's all right, I know the President and Mrs. Roosevelt personally."

Aside from being fined, the quartet were compelled to spend the night of Thursday in jail.

The train is said to have been one of the Seaboard's crack New York to Florida specials, No. 107. The women were enroute to Raleigh from their home in Long Island.

Fights Jim Crow Coaches

Call Kansas City, Mo

Charles Royal Sues Railroad In Oklahoma

Depositions were taken in Nowata, Okla., last Friday by Carl R. Johnson, attorney, in the case of Charles E. Royal vs. the Missouri Pacific railroad.

SEP 9 1943

This case grows out of the practice of some railroads requiring Negro passengers to move into a jim crow coach upon reaching southern state lines.

Royal bought a ticket last November 24 over the MoP from Kansas City to McGee, Ark. When the train reached the Oklahoma state line near Coffeyville, Kas., the conductor asked Royal to move into the jim crow coach. Royal refused, saying that he was an interstate passenger and could not be required to ride in a jim crow coach.

Upon Royal's repeated refusals, the conductor notified the Nowata police who came aboard the train at that point and demanded that Royal go into the jim crow car. When he refused, he was placed under arrest, put in jail and held from 5 o'clock in the morning until 2 in the afternoon. The deposition was taken by Johnson in preparation for trial. This is one of several cases which the Kansas City N. A. A. C. P. branch has backed or given aid.

SEP 10 1943

Attorney Johnson rode the Missouri Pacific train to Nowata to take the depositions and at the Oklahoma line, the conductor tried to force him to occupy the jim crow car. Johnson refused. The conductor made threatening remarks but did not have the nerve to put him off the train.

SEP 10 1943

The N. A. A. C. P. urges all Negro passengers to refuse to move into a jim crow car at state lines. Interstate passengers are not subject to the jim-crow separate coach laws of southern states, Johnson said.

30-1943

afro-american

Baltimore, Maryland

Pennsylvania

Cab Co. Admits It Can't Control Bias

PHILADELPHIA

The Yellow Cab Company has no control over its employees.

That, at least, was the hollow explanation given by a company spokesman this week when the AFRO questioned the policy of discrimination practiced by cab starters in operating the share-a-ride program at the various train stations.

The starters make no particular attempt to camouflage their actions. They go down the line of white passengers at the station asking destinations and make up a cab of all going in the same direction.

Colored Ignored

In most cases, colored passengers aren't even asked their destination.

When the situation was called to the attention of E. S. Higgins, president of the company, by the AFRO, he referred the writer to Jacob Schwartz, of the public relations department, for a statement.

Schwartz hedged on the question and talked about "Mr. Higgins's very sympathetic attitude" regarding the problems of colored people and asserted that it wasn't the company's fault the starters discriminated against colored passengers.

Company Has No Control

"The company has 1500 employees," the public relations officer said, "and we can't be held responsible for what one or two of them do. When they go out on the street, they are on their own and we have no control over them."

While denying that the discrimination was one of company policy, Schwartz said that the share-a-ride program did have its racial angles and admitted the company had its problems of catering to the whims and prejudices of white riders.

Trying to Adjust Matter

He also admitted that the company had received letters of protest from colored passengers and said company officials were "trying to work out a method of procedure" during a conference with certain colored leaders whom he did not name.

Asked point-blank whether anything would be done about the situation, Schwartz said company executives had made no decision yet.

So pronounced has the discrimination been at the Thirtieth Street station that a white woman rider wrote a letter of protest to one of the daily papers. She said that she had been forced to share her cab with all types of white, some of whom she would have objected to in normal times.

She cited a recent instance when a "pleasant-looking, clean, well-dress colored woman" had been denied room in a cab going to West Philadelphia. The starter, she said, told the waiting colored passenger, "There is no room, you'll have to wait." When it left the station, the letter writer said, the cab had only two passengers.

Protest PTC Jim Crow

Tribune
Philadelphia, Pa

OCT 30 1943

Town Hall, 150 north Broad street, was jammed last Sunday afternoon when the NAACP, the Federation of Churches and other organizations held a mass meeting to protest PTC refusal to hire colored men and women as motormen and conductors.

At top is seen a small segment of the huge crowd. Below are, left to right: Mrs. Helen Duckett, Rev. W. L. Johnson, Presiding Elder of the A.M.E. Church; James Wishart, of the United Auto Workers, CIO; Rev. H. Lewis Cutler, of the Philadelphia Federation of Churches; Mrs. Carolyn D. Moore, secretary of the Philadelphia Branch of the NAACP; Rev. Arthur E. Rankin, Atty. Theodore O. Spaulding, president of the NAACP Branch; Hobson R. Reynolds and Arthur Huff Fauset.

Mayor Denies Knowledge Of NAACP Fight With PTC

OCT 30 1943

Acting Mayor Bernard Samuel denied knowledge of the NAACP's fight with the PTC.

Despite his secretary's acknowledgement of letters sent the Mayor several months ago, and the mass meeting held at Town Hall, last Sunday, he is reported to have said that the Association should have brought the matter to his attention, before now; that he would not make a statement to poll votes, although he was assured by the delegation that they were not trying to make a political [illegible]

He mentioned his appointment of a colored lieutenant in the fire department, and that 3000 colored Philadelphians had municipal jobs; but he continued to evade the issue of the PTC, by saying he would have to hear the company's views.

Mrs. Carolyn D. Moore and Miss Susie Schaum, members of the NAACP staff, came to the Mayor's office about 9:30 o'clock and were told it would be impossible for them to see him without appointment, but after waiting twenty minutes he was ushered in by his secretary

Samuel said he was genuinely concerned and that he would take action in the next week.

Others present at the meeting were: Henry Dickson, Attorney D. David Levinson, Miss Maude White, Arthur H. Fauset, Henry Brogden, Miss Ruth Deacon, Rev. Arthur Rankin and Ralph H Jones.

OCT 30 1943

30-1943
Columbia, S. C. Record
April 6, 1943

New Parole Board Asked In House Measure

A bill amending the act establishing the probation and parole board and providing for the appointment of a new board with a member from each congressional district to be appointed by the governor with the consent of the Senate was introduced in the House of Representatives today by Representative Stroup of Cherokee and sent to the judiciary committee.

Representative Boyd Brown of Fairfield introduced a resolution calling upon law officers to enforce the statute requiring bus companies to segregate white and Negro passengers. It was referred to the judiciary committee.

The House sent to committee a concurrent resolution by Senator Britt of York inviting S. R. Finley of York county and Chattanooga, Tenn., to speak on developments in the Tennessee valley authority when 10 members objected to immediate consideration.

The House concurred in Senate amendments to a barber control bill which would make it applicable to towns of 5,000 or more population.

The House held over for later consideration a joint resolution by Representative Senseney of Charleston proposing a constitutional amendment empowering the legislature to enact laws barring aliens and designated nationalities from owning property in the state.

Rep. Charles Huggins of Williamsburg sought unanimous consent to introduce an amendment to the bill, but Thomas proposed that they agree on an amendment later and the measure was carried over for later consideration.

The House sent to the judiciary committee a bill by Reps. Benjamin, Gresham and Perrin Anderson of Greenwood to amend the law relating to insurance and annuity benefits so as to provide that persons employed as guards of prisoners should be deemed peace officers.

Afro-American
Baltimore, Maryland

Soldier Refused Diner Service on Seaboard

COLUMBIA, S.C. — (ANP) — Charges of M/Sgt. Lynwood Beverely of the second headquarters detachment, Fort Jackson, that he had been refused dining car service on a Seaboard Airline train on August 13, are being investigated, James M. Hinton, president of the South Carolina State NAACP, said Tuesday.

Mr. Hinton said he had been advised that the army was also conducting an investigation of the matter. Last week the Seaboard Railway issued an order that a special section of their diners be reserved for colored passengers.

Nation
New York, N. Y.
AUG 28 1943

A SIGN on a bus in Charleston, South Carolina, bears this message under a large red "V": Victory demands your cooperation. If the peoples of this country's races do not pull together, Victory is lost. We, therefore, respectfully direct your attention to the laws and customs of the state in regards to segregation. Your cooperation in carrying them out will make the war shorter and Victory sooner. Avoid friction. Be patriotic. White passengers will be seated from front to rear; colored passengers from rear to front."

AUG 28 1943

Another Soldier Refused Service On Dining Car

SEP 11 1943

Informer
Houston Texas

COLUMBIA, South Carolina.—(ANP—Charges of M-Sgt. Lynwood Beverly of the second headquarters detachment ,Fort Jackson, that he had been refused service on the dining car of a Seaboard train on August 13, are being investigated, James M. Hinton, president of the South Carolina State NAACP said Tuesday.

SEP 11

According to an affidavit drawn by Sgt. Beverely, a conductor refused to permit him to eat in the diner on Train 192 on two occasions while on an emergency pass from Fort Jackson to his Suffolk, Virginia, home. The conductor signed his ticket, he avers, and he left the train at Raleigh, North Carolina, had dinner in a cafe, and took a bus to Suffolk.

Mr. Hinton said he had been advised by the office of Adj. Gen. J. A. Ulio in Washington that the army was conducting an investigation of the matter.

30-1943
The Plaindealer
Kansas City, Kan

Segregation On Common Carriers Conductors Are Police Officers And Deputy Sheriffs

Jackson, Tenn.—There is something about segregation of the races on the common carriers that I have never been able to understand. I have given some study to the subject for the reason we have so much disturbance about it here of late.

I have tried to discover the origin and where and when the first statute was enacted and what gave rise to the first enactment. If some one knows we would appreciate the information. Yet the record will show that during the hectic days of reconstruction at the turn of the same when the Southern Wing of the Democratic Party wrestled the Southern State Governments from the Carpet Baggers they enacted all kinds of nefarious statutes with the idea in mind to put the Colored Rack back in its place from which they were taken by the Carpet Baggers and I am sure the forced segregation was passed during that era and the common carriers had to obey the law. The common carriers have not been fair about this forced form of segregation.

When a State passed a law in regards to the races being kept separate, and prescribed the way and manner it should be done, then the common carriers prescribed inferior accommodation, but a colored passenger must pay the same fare or passage. The Supreme Court of the United States has held that the accommodation may be separate but equal. The Legislatures went further than that and gave police powers to the conductors to enforce these laws. In Tennessee Code of 1932 Section 5518 provides for separate coaches for the races but equal accommodation. Section 5519 gives the conductor police power to enforce the law.

Now this is the most falacious and nefarious piece of legislation. The conductor's office is in the coach provided for colored, and he sits right up there with them. That is a violation of the above section. He certainly can't enforce a law that he is violating himself. The ticket agent sells us tickets. If the common carriers wanted to obey the law, when building a waiting room for the colored people would build a separate ticket office and give us a ticket agent of our own. The conductor takes up our tickets. Then if the carrier wanted to be obedient to the above statute give us a conductor from our group to take up our tickets. If we are going to have segregation let's have it in its entirety. The common carriers have tried to get by cheap on this law and they are not carrying it out and they should be indicted in our courts and fined according to these two statutes and mandamus proceedings started at once against every railroad and bus that operates in our Southern Country to compel them to provide equal accommodations or reduce our fares as we are paying first class fare and receiving second class accommodation. The bus companies come in on this too. In some places as in Jackson, Tennessee, we have a first class bus waiting room, but "oh," the one at Nashville, Memphis, Hopkinsville, Ky., which is a hole in the wall and the one at Oxford, Mississippi is nothing more than a barn.

When these common carriers be forced to live up to these nefarious laws and statutes and make all these adjustments they will send somebody to the Legislature and get these matters changed in the proper way and manner. (Next article: How to get rid of these color signs and yet maintain good will).

P. L. HARDEN,
General Counsel,
Box 447,
Jackson, Tenn.

Chicago Defender
Chicago, Illinois

Refuses Jim Crow Bus Seat; Jailed

MAR 20 1943

NASHVILLE — Hubert Bennefield, 38, colored, was arrested here Sunday charged with violating the Jim Crow law and with disorderly conduct.

Two patrolmen, J. F. Britain and P. H. Benson, said they had been called by L. H. Hartman, driver of the Old Hickory bus, who told them that Bennefield had boarded his bus and instead of sitting in the rear, had taken a seat up front, near two white women passengers.

Tennessee

MAR 20 1943

Odd Bus Seat Trial Is Declared Mistrial

Atlanta Daily World - Atlanta, Ga.

MARYVILLE, Tenn.— June 15— Instead of the usual circumstances surrounding difficulties between the races over seating on buses, wherein whites have usually been seeking to force Negro passengers toward the rear, a law suit consuming the entire day Tuesday arose over efforts of W. H. Holder, operator of a White Star Line bus to force Joseph Kennedy well known Negro citizen to move from the seat which he occupied in the extreme rear of the bus to one toward the front.

An interesting phase of the lawsuit was the insistence of Attorneys Gamble and Goddard representing the bus line that the law in Tennessee governing separation of passengers of the two races does not apply to bus lines.

The original suit for Mr. Kennedy was filed before Justice Ed Griffitts by Attorney Webster L. Porter, of Knoxville, seeking compensatory and punitive damages due to the plaintiff having been ejected from the bus. The presiding jurist awarded Kennedy $100 as damages, and the bus company appealed to the Blount County Circuit Court, demanding a jury to hear the case.

Judge Pat Quinn, popular young jurist presided at the day long hearing that resulted in the jury having failed to reach a verdict even being favor of a judgment for Kennedy and two positively refusing to vote for the defendant Judge Quinn finally ordered a mistrial and the case will be heard at the next term of Circuit Court.

Young Kennedy member of one of this sections leading families was riding the bus to his job at the Aluminum Company of America plant on last January 16 when the operator ordered him to move toward the front in order to give white passengers seats on the long seat in the extreme rear. Kennedy refused to move and the operator stopped his bus and phoned his manager for orders as to what to do.

When the bus reached a point in the city of Maryville, several blocks ahead a policeman boarded the bus and ordered Kennedy to move. Kennedy refused as he said he had paid the regular fare as charged by the operator for the privilege of riding on the bus. During the course of the case by Attorney Porter it was developed that a strike had a salutary effect in bringing about a change for the better in the treatment accorded Negro patrons of bus lines throughout this section.

Attorneys for the bus line in their argument to the jury insisted that unusual conditions and friction between the races prompted their lines grow out of a scarcity of the effect of the war has had to comply with restrictions on rubber and gasoline in these war times, to which Attorney Porter retorted:

"It is just as necessary that Negro workers in defense plants have comfort, protection and unlimited service on these lines as any other class or race of passengers in view of the loyalty they are exhibiting in keeping the wheels of defense industry in motion, and he declared further, certainly these bus companies are not transporting their Negro passengers free. Their coffers being filled adequately from fares paid by their Negro patrons and they must receive the protection the laws of our land provide."

JUN 23 1943

Chicago Defender
Chicago, Illinois

Settles For $300 In Bus Dispute

NASHVILLE, Tenn.— W. B. Hardison, an employe of the mayor's office, has just concluded a compromise arrangement with the Southern Coach Lines, Inc., of Nashville, in connection with Hardison's arrest following a transfer dispute on a bus.

Hardison was arrested June 20 on a Jefferson street bus on complaint of Paul W. Lannon, a bus driver, who refused to accept an emergency transfer that Hardison offered him. This transfer was given Hardison by another bus driver. Lannon insisted on Hardison paying another fare and Hardison refused. The police were called and Hardison was taken to jail. The next day in city court Hardison was found not guilty by Judge Guild Smith on a disorderly conduct charge, in less than five minutes.

AUG 7 1943

The bus company did not prosecute Hardison. The compromise was reached Thursday, according to Hardison.

It is said that since this occurrence the drivers on Nashville buses are more courteous to the colored patrons.

Nashville, Tenn., [illegible]
October 13, 1943

Negro Forfeits Bond In Jim Crow Case

Gloria V. Hewlett, 18, Negro student at Fisk University, forfeited a $25 bond when she failed to appear in City Court this morning on a charge of violating the Jim Crow law.

She was arrested yesterday afternoon by Patrolmen H. E. Stringfellow and E. W. Naylor when J. H. Watts, driver of a Jefferson Street bus on which the girl was riding, claimed she refused to move to the Negro section of the bus.

The Plaindealer
Kansas City, Kan.

By O. B. TAYLOR

Knoxville, Tenn., Aug. 13.—(ANP)—Circuit Court Judge John Kelley gave $400 judgment against the Knoxville Transit Lines Monday to four Negro defense workers, Roy Means, Clem Rogers, John H. Sherrod and Elsie Taylor, who testified they were put off a Lyon's View bus carrying employes to the Fulton plant.

"I want your seats for white passengers," they said the bus driver told them upon boarding the bus. When they did not immediately comply, they further testified that the bus driver again stopped the bus and ordered them off. They stated that they were occupying the rear seat, commonly known as "jim crow" section and reserved in the south for Negroes.

Attorneys for the transit lines made no defense against the charges.

Globe and Independent
Nashville, Tenn.

TWO SOLDIERS FIND WAY TO BEAT "JIM CROW" NONSENSE

By O. B. Taylor

White and Colored Boys Fraternize by Giving Up Seats and Standing

Knoxville, Tenn., Nov. 11— (ANP)— Knoxville public school children got an eye full of race prejudice in action last Friday while en route to the Park to see Teachers association at Chattanooga.

At one of the bus stops a white soldier in uniform boarded the car along with others. Seeing a colored uniformed man seated at the rear (Jim-crow section), he walked back and ordered the white soldier to move forward, according to eye-witness, and to observe

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"proper respect" for southern jim-crow custom. This unexpected turn of affairs seemed to somewhat daze the soldier, who sat motionless and pale for an interval. Finally becoming flushed of face he rushed forward and asked the bus driver in animated tones if there was any law against white and colored passengers standing together in his bus?

"I reckon not," was the answer. Back to the rear of the bus went the soldier motioning to his colored friend in arms to stand. From that point on into Chattanooga the two stood together laughing at how they had found away around southern jim-crow while en route back to camp following their leave on furlough.

Chicago Defender
Chicago, Illinois

Freed In Bus Case, May Sue Company

NASHVILLE.—W. B. (Pie) Hardison, well known City Hall employee, connected with the office of Mayor Cummings, was arrested last week because he refused to pay a Jefferson street bus driver two fares for one ride.

"Nobody has to do that," Judge Guild Smith ruled in City Court Monday when he set Hardison free.

It took Judge Smith less than five minutes to dispose of the case which very likely will produce a hotly-contested civil suit.

Hardison was arrested on a disorderly conduct charge and it is believed he will sue the bus company for damages.

Negroes Ousted; Bus Firm Fined

Courier
Pittsburgh, Pa.

KNOXVILLE, Tenn., Aug. 12—(ANP)—Circuit Court Judge John Kelley gave $400 judgment against the Knoxville Transit-lines Monday to four Negro defense workers, Roy Means, Clem Rogers, John H. Sherrod and Elsie Taylor, who testified they were put off a Lyon's View bus carrying employees to the Fulton plant.

"I want your seats for white passengers," they said the bus driver told them upon boarding the bus. When they did not immediately comply, they further testified that the bus driver again stopped the bos and ordered them off. They stated that they were occupying the rear seat, commonly known as "jim crow" section and reserved in the South for Negroes. Attorneys for the transit lines made no defense against the charges.

TWO SOLDIERS FIND WAY TO BEAT "JIM CROW" NONSENSE

Globe and Independent

White and Colored Boys Fraternize by Giving Up Seats and Standing Up

Nashville, Tenn.
By O. B. Taylor

KNOXVILLE, Tenn., Nov. 11—(ANP)—[illegible] public school teachers got an eye full of race prejudice in action last Friday, while en route to the East Tennessee Teachers association convening at Chattanooga.

At one of the bus stops a white soldier in uniform boarded the car along with others. Seeing a colored uniformed man seated at the rear (jim-crow section), he made a bee-line to him. "May I sit with you?" he requested; with given consent the two with arms around each other's shoulders, began to swap army experiences.

This proved too much for a white passenger. Finding himself unable to take it any longer, the offended man came to the rear of the bus and ordered the white soldier to move forward, according to the eye-witness, and to observe the "proper respect" for southern jim-crow custom. This unexpected turn of affairs seemed to somewhat daze the soldier, who sat motionless and pale for an interval. Finally becoming flushed of face he rushed forward and asked the bus driver in animated tones if there was any law against white and colored passengers standing together in his bus?

"I reckon not," was the answer. Back to the rear of the bus went the soldier motioning to his colored friend in arms to stand. From that point on into Chattanooga the two stood together laughing at how they had found away around southern jim-crow while en route back to camp following their leave on furlough.

Amsterdam Star-News
New York, N. Y.

Bus Company Fined For Ousting Negroes

By O. B. TAYLOR

KNOXVILLE, Tenn., (ANP)—Circuit Court Judge John Kelley gave $400 judgment against the Knoxville Transit-lines Monday to four Negro defense workers, Roy Means, Clem Rogers, John H. Sherrod and Elsie Taylor, who testified they were put off a Lyon's View bus carrying employes to the Fulton plant.

"I want your seats for white passengers," they said the bus driver told them upon boarding the bus. When they did not immediately comply, they further testified that the bus driver again stopped the bus and ordered them off. They stated that they were occupying the rear seat, commonly known as "jim crow" section and reserved in the south for Negroes. Attorneys for the transit lines made no defense against the charges.

Court Rules For Transit Co. In Jim Crow

Journal & Guide
Norfolk, Va.

Action Brought By Two Passengers Is Dismissed

By O. B. TAYLOR

KNOXVILLE, Tenn.—(ANP)—Circuit Court Judge John Kelley Friday, December 3, dismissed damage suits brought by two Negroes, Carrie Glanton and Fred Dubose, against Knoxville Transit lines for an incident of August 11 when the two were taken off a Lincoln park street car and arrested by an officer. The two had sued for damages of less than $500 in each case and lost in the court of general sessions, but had appealed to circuit court.

Judge Kelley, in a written opinion declared, "There has been a custom, too well established in this community to admit of dispute and so well known that the court may take judicial notice thereof, whereby in public street cars white passengers are seated from the front to the rear and colored passengers from the rear to the front. Persons of both races are required to observe the law requiring separation of the races."

It was brought out in the trial that the complainants were seated some two or three seats forward from the rear while white passengers had to stand and that the complainants refused to move to rear seats when so requested by the driver of the car.

The judge continued, "There is no dividing line for races in street cars which must be strictly observed, but the law requires both races to observe the front to back and back to front [illegible] arrangement, subject to approval of the car's operator."

Cost of this court action was placed upon Miss Glanton and Mr. Dubose, both highly respected citizens of this community.

Fine Tenn. Bus Company For Ejecting Negroes

Chicago Bee
Chicago, Illinois
By O. B. TAYLOR

KNOXVILLE, Tenn., Aug. 12. (ANP)—[illegible] Court Judge John Kelley gave $[illegible] judgment against the Knoxville Transit lines Monday to four Negro defense workers, Roy Means, Clem Rogers, John H. Sherrod and Elsie Taylor, who testified they were put off a Lyon's View bus carrying employes to the Fulton plant.

"I want your seats for white passengers" they said the bus driver told them upon boarding the bus. When they did not immediately comply, they further testified that the bus driver again stopped the bus and ordered them off. They stated that they were [illegible]upying the rear seat, commonly known as "jim crow" section and reserved in the South for Negroes. Attorneys for the transit lines made no defense against the charges.

30-1943

A Story of Jim Crow—With a Moral

JAN 28 1943

BEAUMONT, Tex., Jan. 27.—Troubled by the almost total collapse of the city's jim-crow law on public buses, the city of Beaumont has inaugurated a new plan designed to result in strict separation of white and Negro passengers in face of constantly increasing traffic.

Beginning Jan. 25, the city bus lines started operation of alternate buses excusively for white and Negro passengers on two heavily traveled lines. Now a Negro or a white person missing a bus must wait 10 minutes instead of five.

Overcrowding of city buses here has made it practically impossible for Negro passengers to press their way through to the rear seats and frequent disturbances have been reported by police as a result.

Formerly buses ran every five minutes, but now "segration" buses run every 10 minutes, thus slowing down already overloaded traffic facilities.

ro-American
ltimore, Md.

Jim Crow Bus Brings Beating for Texas Man

FEB 20 1943

BEAUMONT, Texas. — This city's jim-crow bus plan having resulted in the brutal beating of a colored passenger by police officers, citizens are anxiously awaiting a report on the incident and the next move of the city fathers.

The trouble arose when a passenger on one of the "for colored only" buses, after the driver had yelled to the passengers, already packed in like sardines, "you better get back in there," told him politely that he could not get any farther back because of the crowd behind him.

FEB 20 1943

Score Witness Beating

At Sabine and Emmett Streets, according to a score or more witnesses, the driver stopped, called a passing scout car, pointed out the man to the officers and told them "this n---r has been giving me some trouble."

The policemen ordered the man off the bus, brutally beat him as soon as he alighted, according to witnesses, and the driver, after allowing the passengers time to witness the incident, drove off. The officers, one a former bus driver, later overtook the bus on Milan Street and took the driver's name.

FEB 20 1943

The "black" and "white" buses made their initial appearance here January 26, over the protests of leading citizens of both races.

Soldiers Forced Off City Bus in Texas

Afro-American
Baltimore, Md.
JUN 5 1943

Resents Negro's Presence, Cuts Him And Gets Beaten

Informer Houston, Texas

WICHITA FALLS, Tex. — Five soldiers attached to the 19th Aviation Squadron at Sheppard Field were ousted from a city bus here on May 21 because they would not stand up and give their seats to white passengers.

The group included Pvts. John Barnwell of Fort Worth, Matthew J. Ellison of Chicago, Walter S. King of Boston, Roland A. Webber of Boston and Thompson E. Williams of Elmira, N.Y.

They were finally released, after a "lecture" on observing the jim-crow customs of the South from white military policemen to whom they were taken by the city policeman who placed them under arrest.

Blame White Woman Crank

The soldiers, who were on their way to the Squadron's anniversary dance, blamed their predicament on a white woman who insisted that the bus driver have them put off even though a seat in the front of the bus was already available for her.

The driver, at her request, summoned two city policemen who hustled them off and into a patrol car.

They said that, although the bus was more than half filled by colored passengers, all of these had followed the custom of filling up from the rear.

Chicago Defender
Chicago, Illinois

Beaumont Adds Something New In Jim Crow Ways

FEB 6 1943

BEAUMONT, Texas. — Something new has been added in the way of Jim Crow buses in this city. With buses jammed at all hours due to war needs, segregation on public motor coaches virtually collapsed because of the crowds using the transportation facilities. As a result the city has inaugurated a new plan designed to result in strict separation of white and Negro passengers.

Instead of the conventional front and rear arrangement, the city's bus lines started alternate buses exclusively for white and Negro passengers on two heavily travelled lines.

FEB 6 1943

Now a Negro or a white person missing a bus must wait 10 minutes instead of five.

Overcrowding of city buses here has made it practically impossible for Negro passengers to press their way through to the rear seats and frequent disturbances have been reported by police as a result.

TEXAS

HOUSTON, Texas—An unknown white man, reportedly being from the bottom of Mississippi, was badly beaten, and sent away running, after he cut a Negro man on a Lyons Avenue bus, Saturday, May 29.

The trouble started, according to a statement by Mrs. Chest Thomas, and confirmed by W. M. Consituones, driver on the bus, when the white man got on the bus at Preston and Fannin. He began to question the bus driver as to why the company didn't put a screen in the bus to separate the white people from the d— n—ers? The bus driver got off the bus, smoked and got back on and started on his trip to the 5th ward. Upon arriving at Rothwell and McKee the bus was boarded by a Negro, neatly dressed, who handed the driver a transfer and stood in front of the white man, who was sitting.

The white man resented the Negro's standing in front of him and attempted to make the man get gack by telling him that he was a "representative of the U. S. Government to make n—ers stay in their places." The words spoken by hte white man did not have any effect on the Negro; therefore he remained standing because it was impossible for him to move back. This made the white man angry; so he began to curse the Negro and the Negro answered him. The bus driver told them that he would let them off the bus until they decided what they were going to do. Just as he said that the white man cut the Negro and they got off the bus. The Negro knocked the white man down, waited until he was up on his feet and hit him again.

This time the white man did not say, "N—er get back" but "People make room." The white man vanished and the Negro got back on the bus, rode to the next bus stop and got off to call an ambulance.

Tex. Passes a J.C. Bus Law

Afro American
Baltimore, Md.
JUN 5 1943

HOUSTON, Tex. — A bill requiring segregation of colored and white passengers in buses in this State was passed at the recent session of the Texas Legislature. The law goes into effect August 9. The act requires white passengers to take seats forward, and the colored to go to the rear, so as to fill the vehicle from opposite ends.

Violators Face Arrest

Bus operators have been given authority to refuse to permit any person to sit or stand in the bus in violation of the law and to call any police officer to remove persons who break the law, and to arrest them if they persist.

It is pointed out that the expressed purpose of this measure is to avoid racial clashes.

Soldiers Claim Railroads Will Not Sell Them Food

Informer
Houston, Texas
JUL 24 1943

MEMPHIS.—(ANP)—Negro servicemen, returning home on furloughs from military posts in the far west, have repeatedly complained that western railroad companies refuse to sell them food from the diner. Latest instance involved 15 Negro soldiers, who last week had to ride all the way from El Paso, Tex. to Fort Worth, a nine hour trip, before they could get a morsel of food.

Pfc. Richard Jones of the 23rd Aviation Squadron, Minter Field, near Bakersfield, Cal., told of the outright refusal of the steward and waiters on the Texas and Pacific railroad to sell them food, even in the colored coach, during the long hot ride from El Paso to Fort Worth.

"There wasn't even cold water to drink on the coach, and I was sick and dejected when we reached Fort Worth," he said.

The 21-year-old soldier is the son of Mrs. Leonora Thornton of North Memphis. He has been in the armed service nine months.

His story was substantially the same told by another service man several weeks ago upon his return east by way of Texas and Oklahoma. Pvt. Jones added that his train didn't stop at any point between El Paso and Fort Worth long enough for colored soldiers to buy sandwiches or cold drinks at nearby lunchrooms. It was not until they reached Fort Worth around seven o'clock that they were able to get food. He arrived in Memphis Monday on a 15-day leave, but expressed utter disappointment over his trip.

There were several carloads of white soldiers, Jones said .Throughout the day, white servicemen kept the diner filled, and when the colored boys would inquire from the waiters about food, they were always told that the diner was sold out.

"Even the conductor was slow about giving information about changes of train, and acted as though he didn't want colored soldiers to ride at all. I don't suppose it'll make much difference, but I expect to try getting my ticket changed over another line when I return," he said.

Chicago Defender
Chicago, Illinois
JUN 5 1943

Soldiers Ordered Off Bus By Cops

On the evening of May 21, five soldiers, named Pvt. Donald Barnwell, 1328 Louisiana street, Fort Worth, Texas; Pvt. Matthew J. Ellison, 5308 S. Michigan avenue, Chicago, Ill.; Pvt. Walter S. King, 561 Columbus avenue, Boston, Mass.; Pvt. Roland A. Webber, 760 Tremont street, Boston, Mass.; and Pvt. Thompson E. Williams, Dickinson and the colored passengers filled were approximately a ratio of three as all seats in the rear were occupied by colored ladies.

After reaching Wichita Falls, we were ordered us to stand and let the whites have the seats when Barwise bus. There was no room in the rear rear on up to about midway in the bus. The white motorman was about to be relieved by another motorman when he white lady was standing along with front part of the bus and only one with a sour look and a few white men when they could have easily occupied the seats reserved for them.

No reply was made by us at this time. The driver then checked with us to get up and move back to the room in the rear. He replied that there was no seats for them.

the motorman about to relieve him and stepped off the bus. It was obvious that the second driver was just about to drive off when the white lady standing reported to the driver, "Those 'n - - - s' have been ordered up out of their seats twice and haven't moved, and this is the third time I've had to stand up."

The motorman, with an angry snort, stopped the bus and looked around, thus asking us to move to the rear of the bus and let the whites have the seats. We replied to him that there was no room in the rear.

He then rose with the same angry snort, ordering us to get up and stand. We did not reply to him at all. He then opened the door, stepped off and reported the incident to two nearby civilian policemen. They came into the bus and ordered us off and into the patrol car.

As we got off and into the patrol car, Pvt. Ellison asked the cops if they had a right to arrest soldiers. One replied, "Hell yes, and who do you think you are?"

Pvt. Barnwell replied, "He is a soldier of the United States Army."

He said, "I don't give a damn who he is. You 'n - - - s'll' have to git to the rear of the bus when you're ordered down here, and don't git smart!" Pvt. Webber asked him if there is a Texas law that colored people have to move when whites get on the bus. The cop answered, "It's an American law that all 'n - - - s'll' have to move."

We were carried to military police headquarters and questioned. As we were being questioned, a buck private M.P. rudely interrupted by stating, "You BOYS just as well to understand that the front seats are for the whites down here, and you'll have to git in the back of the bus."

We replied that we paid the same amount of money and filled in from the rear. Then the buck private M.P. said, "You BOYS might as well to know that you gotta ride in the back of buses down here. We go out of the way for you BOYS but we'll not go down in our dignity."

Pvt. Webber replied, "We have dignity also."

The M.P. then said, "The people down here's kinda cranky and hard to get along with sometimes."

Pvts. Williams and King replied, "We can readily see that."

The white M.P. rose and said, "And I am one of them. What you looking so bad about?"

Pvt. Williams said, "I am not looking bad."

The sergeant then asked us for our passes and we presented them to him. The sergeant talked very fair to us but the buck private M.P. was very rude. The sergeant of the M.P. wrote our names and serial numbers, then told us to go ahead and don't let this happen again. We then walked to a friend's house and called a taxi.

We challenge the soldiers of Sheppard Field to practice the equality and rights granted and guaranteed by our United States Army Air Forces and our Constitution to all American soldiers risking their lives for the interest of freedom, the pursuits of happiness and that fellowship which is the foundation of all true democracy.

We are aware of the fact that the home front is being defended with the aid of thousands of our race soldiers while thousands are across in actual combat to uphold the standards and high ideals of democracy. — Pvt. M. J. Ellison, 19th Aviation Squadron, Sheppard Field, Texas.

Waiters Strike; Bias Dropped On Mo.-Pacific

Courier
Pittsburgh, Pa

By GEORGE STAFFORD

ST. LOUIS, Mo.—Courageous action by dining car waiters on a Missiouri - Pacific train "deep in the heart of Texas" last week, caused company officials to order that Negroes be served on all Missouri - Pacific trains, it was learned this week.

The waiters went on strike when the conductor ordered two Negro servicemen to "go back where they belonged" as they sought service in the diner. The action so infuriated the waiters that they refused to serve another meal.

In spite of protests and threats on the part of the train conductor, steward, and [illegible] officials on the train, the [illegible]s "stuck by their guns." Finally, it was agreed that the soldiers be fed.

30-1943

VIRGINIA

Jail Two Girl Employes Of Navy Department For Failure To Take Jim Crow Seats On Virginia Bus

"New York Age" N.Y.
New Jan 16 1943

WASHINGTON, D. C. — The Washington Bureau of the *NAACP* asserted this week that the arrest of two Negro girl clerks for occupying non-segregated seats in a bus at the instigation of an Arlington-Fairfax bus driver is a violation of an agreement the NAACP has with the bus line carrying government workers to federal buildings, in nearby Virginia, and announced it is contemplating legal action. It had been understood that such passengers would not be segregated.

The young women, Carolyn K. Johnson and Mildred I. Turpin clerks in the machine and statistics division of, the Navy department at the Navy annex building, Arlington, Virginia, were arreste shortly after midnight January 7 for alleged failure to observe the Arlington-Fairfax bus jim crow seating arrangement, Leslie Perry of the NAACP Washington Bureau disclosed this week. Perry, who went to the Arlington courthouse as soon as the girls' arrest was learned of, made an immediate investigation of the facts, and the court record.

Miss Johnson and Miss Turpin boarded the bus which was waiting to pick up the Navy employees just outside the government grounds. As had been their custom, they took seats in the front of the bus. Other colored passengers are alleged to have been sitting throughout the bus. It is reported that the bus driver demanded that the girls move to the seats in the rear, to which they answered that as government employees it was their right to sit anywhere on the bus, but they would get off entirely, if the driver would refund their fare. Shortly thereafter, four Virginia police officers arrived in a police car, boarded the bus and arrested the two clerks. The girls were not permitted to telephone their relatives or friends and were obliged to spend the night in a cell.

Arraigned before Judge B. M. Hedrick of the Arlington County Court, at 9:30 in the morning, the girls pleaded their innocence and were fined $5.00 and cost of court. Sentence was suspended.

Peoples Voice
New York, N. Y.

Refused to Take Back Seat in Virginia Bus; Ohioan Fined

Chas. Johnson
Baltimore Afro-American

DANVILLE, Va. — Because she refused to sit in the rear of a city bus on Thursday, Miss Melba R. Wilson of Ohio was fined $10 and costs for violating the segregation law and $5 and costs on a disorderly conduct charge.

Miss Wilson, who was visiting relatives here, sat in the front section of the bus and refused to move when requested by the driver. She is also said to have exchanged words with him on the matter when she left the bus.

Virginia Whites, Poor Dears:—

Freeze and Squeeze Rather Than Ride in Ease With Cullud Brothers in Rear Seat of Buses

Jan. 23, 1943

LYNCHBURG, VA.—Virginia's jimcro is working a hardship on its white supporters in this hill city. Buses are crowded to overflowing during rush hours, with whites religiously obeying the signs: "Whites to the front; Negroes to the rear." Results is a nasty and undesirable bottleneck in the front end of the vehicles.

The Lynchburg News, daily morning newspaper owned by Senator Carter Glass, commented on the situation the other day in an editorial entitled "Man's Inhumanity to Man." In somewhat a melancholy vein, the *News* editor moaned that "a small crowd of workers and late shoppers were standing at a bus stop waiting. Some had bundles; some had children by the hand. All were shivering in the cold blast of a late afternoon on a cold corner. A bus rolled up, stopped to let out a lone passenger, then rolled on leaving . . . passengers waiting and shivering. There was no complaint of the action of the bus driver, even when the crowd noticed as the bus sped ahead that there was room in the rear of the bus. . ."

The editor went on to bemoan even louder the fact that the bus driver had "talked himself hoarse telling people to please move to the rear where there was plenty of room."

FREEZE-RATHER-THAN-MOVE

The old jimcro habit has become so strongly entrenched it's practically iron-clad. "They just won't move to the rear," the editorial lamented. "Sometimes nobody will even move to occupy a vacant seat in the rear. There seems to be a fascination about the front part of the bus which no consideration for the comfort, convenience, or rights of others is strong enough to overcome. Results; people standing shiver in the cold—waiting, hungry and tired."

Other Virginia cities are having the same experience. In Richmond, for example, buses and cars carry large signs saying: "It is patriotic to move to the rear." Or: "Break this bottleneck," the following with placards showing the crowd of whites packed like sardines in the front of the car or bus while there is ample room in the rear.

Washington Post
Washington, D. C.

Negro Removed From Train Sues For Damages

AUG 5 1943

Richmond, Va., Aug. 4 (AP).—Nan W. Brandon, Negro, of New York, asked $10,000 damages of two railway companies in United States District Court here today, charging they said, several po- drove up, as if by ment.

officers are said to ed that the jim-crow nored in spite of the agreement and placed women under arrest, m to the red county t Clarendon inplaced under arrest. out car.

Fines Suspendwho declined to sign statements and appear ble to tele- at the hearing were friends, Missechided as "cowards" when sus-aimed at possible fines of $5 court action, is and Johnson and " 'N--' lovers." ocked up until An investigation, eau of the NAACP under Leslie Perry.

posed.

According to the victims and eyewitnesses. white Navy Department employees on the bus heckled the young women as they were being

accustomed to on the bus, they lice officers dre pre-arrangement.

These officer have insisted th law be honored company's agree the young wom taking them to jail at C the scout

ed

Unable

Afro-American
Baltimore, Md.

AUG 5 1943

Navy Dept. Workers Jailed in Bus Case

JAN 16 1943

ARLINGTON, Va.—Two Navy Department clerks who were jailed last week on a misapplication of State jim-crow laws believe they were framed by white co-workers.

They are Misses Mildred Turpin of New York and Caroline Johnson of Carlisle, Pa., employed in the Navy Department Annex here.

J. C. Rule Suspended

Their difficulty arose on an Arlington-Fairfax bus on which, by company agreement, government employees have been riding between here and Washington without segregation.

Boarding the bus as they left work about midnight Wednesday, the young women took seats near the front as usual. The driver, after a whispered conference with a white male passenger, allegedly ordered them to move to the rear.

JAN 16 1943

Pre-Arrangement Suspected

While they were explaining to the driver that they had been phone friends, Missechided as "cowards" when sus-aimed at possible fines of $5 court action, is and Johnson and " 'N--' lovers." ocked up until An investigation, eau of the NAACP under Leslie Perry.

Turpin and 9:30 a.m. were locke ed pended fin and costs

Dixie Editor Warns Whites To Be More Tolerant of Negroes

"The Peoples Voice"
New York N.Y.

RICHMOND, Va.—The Richmond *News Leader* in an editorial 2-15-43, warns white citizens that unless they are fair in allowing back seats in street cars and buses to be used by Negro passengers "the courts are apt to hold that 'equal accommodations' are not afforded the races and that separation of the races cannot be justified under the Constitutional guarantee of equal rights."

MAR 6 1943

Negro passengers often complain about the arbitrary action of white passengers monopolizing seats in the rear of crowded buses and street cars. It is customary for high school boys and a certain element of whites to sit in the rear of street cars and especially buses where they can carouse, cut up and caper without annoying the whites in the front.

MAR 6 1943

The rear of buses and street cars are also the lounging room and check room for drivers and operators preparing to leave the run as it is on trains. In cold weather white passengers often take the rear seat of buses over the motor because it is the warmest seat in the bus. Negroes are forced to sit wherever they can, or stand.

MAR 6 194

Jimcro Travel Law Gets Test In Virginia

People's Voice
New York N.Y.

MAR 1 3 1943

RICHMOND, Va.—The validity of Virginia's jimcro travel law will be tested soon if Mrs. Lavinia Wilder and Mrs. Sarah Pettiway, who were recently fined $2.50 and costs, decide to take the case to high-courts.

MAR 1 3 1943

They were arraigned before Police Justice Carleton E. Jewett, Feb. 27, charged with disorderly conduct on a street car. Witnesses stated that the two women refused to move back to the back of the car to make room for white passengers seated behind them.

The women have been placed under $100 bonds. Their attorneys will appeal the decision because the women have stated that they moved when requested.

Recent crowding of buses and street cars have caused a general disregard for jimcro laws with the result that passengers of both races are frequently seated in the front and the back of vehicles.

MAR 1 3 19

Passengers remark, "I don't care where I sit just so I have a seat." White passengers sometimes ask Negroes to sit beside them. On the other hand whites frequently object to moving to the front of vehicles for the benefit of Negro passengers.

Negroes are frequently arrested because the diehards and lilywhite crowd are afraid that war emergencies may interfere with traditional Southern practices.

MAR 1 319

Afro-American
Baltimore, Md.

Student Balks Bus Driver in Attempt to Oust Her

FEB 6 1943

RICHMOND — Miss Marjorie Forbes of 1329 N. Twenty-fourth Street, who successfully resisted an attempt of a driver to eject her from a Chamberlayne bus on Thursday, told the AFRO-AMERICAN that she was not injured in any way, despite reports to that effect.

FEB 6 1943

The girl, who is a pupil at Armstrong High School, said that she boarded the bus at Adams and Broad Streets, and the driver told her to move back.

She said that the bus was so crowded that she could not move, and he then demanded that she get off. When she refused he tried to put her off, and other pupils hissed the man.

FEB 6 1943

The driver then refused to move the bus, and later went to get a policeman, who merely asked her age, the girl said.

Reports were current to the effect that the girl was struck by the driver and that pupils beat him.

FEB 6 1943

On the same day, Miss Aretha O. Glass of the 2800 block of R Street was fined $10 and given a suspended sentence of thirty days on charges of being disorderly and cursing on the trolley car.

She said that the driver blamed her when a white woman rang the signal bell and then failed to get off, and that the man was abusive toward her.

Daily World
Atlanta, Georgia

Rear Seat Law Is Facing Test

DEC 8 1943

Norfolk Teacher Challenges Act

NORFOLK, Va. — (ANP) — The State of Virginia may come to some definite decision as to ts future opinion on the jim crow law, since the Virginia supreme court of appeals agreed last week to review the conviction of a Negro woman on charge of failure to move to rear of a bus here.

DEC 8 1943

The writ of error was granted by Justice Eggleton to Mrs. Sarah B. Davis, a teacher in the Norfolk Negro public schools for the past 16 years. The teacher was arrested on a warrant charging her with "failure to move to the rear of bus in violation of Section 3989, Code of Virginia," was found guilty and fined $5 and cost.

According to testimony in the corporation court of Norfolk, Mrs. Davis boarded a bus in which only one seat was vacant, and that vacancy was between two white men sitting on one of the side benches at the front of the bus. She sat down between the two men, and the bus driver said, "You can't sit there."

After a brief argument between the driver and the Negro woman, the driver drove his bus to a police station where the woman was arrested.

Mrs. Davis testified that she believed she was within the law, that the bus driver did not assign her any other seat in the bus, that he read no regulations of the company, and that he said "he didn't care where I sat as long as I got up and went to the rear of the bus.

Council for Mrs. Davis contends principally that such an action on the part of a bus driver describes discrimination under the 14th Amendment in that the woman would have been forced to stand up when a seat was vacant.

Foundation To Aid Clergyman In Rail Fight

NOV 25 1943

Atlanta Daily World

Southern Named In Legal Action By Ousted Pair

Atlanta, Ga.

WASHINGTON — (ANP) — The Hansberry Foundation of Chicago have entered the jim-crow case which the Rev. Dr. William H. Jernagin, director, Fraternal Council of Negro churches, has brought against the Southern railway, it was announced Wednesday.

NOV 25 1943

Richard E. Westbrooks, counsel to the foundation whose objective is that of aiding Negroes to fight for their civil rights, was expected here, according to Dr. Jernagin, to demand a warrant for the Virginia police who forced the churchman and Ralph Matthews, managing editor, Washington Afro-American, to leave their reserved seats in the special coach at Lynchburg. The two men were enroute to Greensboro, N. C., on November 4, the night of the incident.

TO ASSIST

NOV 25 1943

Hearing of the manner in which Dr. Jernagin and Mr. Mathews had been treated at the insistence of the train conductor for the "Southern," out of Philadelphia, where they had bought their tickets, Carl Hansberry, founder of the foundation, wired Dr. Jernagin that Mr Westbrooks would assist in the case. Already W. C. Hueston, capital lawyer and counsel to the fraternal council, and the law firm of Cobb, Hayes and Howard, for the Afro, had been informed to proceed with the action against the railroad company.

NOV 25 1943

Mr. Westbrooks into the case will bring the experience and knowledge that won for former Congressman Arthur Mitchel the latter's suit against the Rock Island R. R., an action which finally caused the U. S. Supreme court to rule that Negro interstate pasengers were entitled to equal facilities in Pullman cars.

TO KEEP FIGHTING

Special coaches, seats for which are sold on a reservation basis, have never been specified in court rulings, in fact application of the law to this type of travel has never been made.

"I'm not stopping until this thing is cleaned up," Dr. Jernagin declared. "I don't say much, but I show my intent by action."

30-1943

Virginia

Train Held Up 15 Minutes to Oust AFRO Trio at Midnight

Editor, Pastor, Photographer Called "Boys" by Conductor Who Molested Them Throughout Trip

LYNCHBURG, Va. — Declining to move from seats of a coach on the Southern Railroad's "Southerner," Dr. W. H. Jernagin, Ralph Matthews, and William J. Scott were ejected by police here Thursday at midnight.

The party was en route from Philadelphia to Greensboro, N.C.

Dr. Jernagin is chief of the chaplains' commission of the Fraternal Council of Churches and president of the Sunday School Congress of the National Baptist Convention.

Mr. Matthews is editor of the Washington AFRO and Mr. Scott is a staff photographer.

The three men were assigned seats in a coach at Philadelphia. In Washington they were directed to move forward into a jim-crow car and declined, saying they were comfortable where they were.

Train Held Up 15 Minutes

At Alexandria, Va., they were warned again to leave their comfortable seats in order "to avoid trouble." The train was held up fifteen minutes and then proceeded.

A third attempt was made to get the AFRO trio to leave their seats when the train reached Charlottesville. This time train officials said they would have to leave the car or leave the train. The three sat tight.

No Bluff

Realizing that the AFRO wasn't to be bluffed, the company got busy at Lynchburg and police were called in to put the three men under arrest.

Dr. Jernagin is 77, Mr. Matthews is past 40, but train officials referred to them as "you boys" and talked aloud about "[illegible]'t ride in a coach with [illegible]ple in Virginia."

Under protest, the three men left the train and sat the greater part of the night in the Lynchburg station.

They returned to Washington after cancelling their Greensboro appointments. They immediately consulted legal advisers and counsel is preparing to sue the railroad for allowing interstate passengers to be annoyed and molested, for neglecting to protect them, and for seeking to enforce State laws upon interstate passengers in violation of Federal statutes.

Cobb. Howard, and Hayes represent the AFRO, and William C. Hueston the legal staff of the Fraternal Council of Churches.

NOV 13 1943

Hold Va. Bus Driver Who Slugged Passenger

Afro-American
Baltimore, Md.

SEP 11 1943

War Worker Struck When He Refused to Leave Bus to Make Room

ALEXANDRIA, Va. — After hearing the testimony of three witnesses, Federal Commissioner Stanley King ordered Marvin Sentell, white, A. B. and W. Transportation Company bus driver, and James L. Haley, government worker, held under $100 bond each for a hearing in District Court on assault charges.

With his head bandaged, his neck stiff and bruised and his shirt bloody and torn to shreds, Haley, 2107 H Street, Northeast, appeared in court and, through his lawyers, accused the driver of assaulting him with a deadly weapon when he attempted to enter the bus.

Mr. Haley, a Federal employee for nineteen years and father of a 12-year-old daughter, did not testify. His testimony and that of the driver were held over for District Court when Commissioner King ruled that he had enough evidence to hold both men.

Driver's Counsel Surprised

When the commissioner made this statement, T. Booke Howard, lawyer for the bus driver, sprang to his feet and declared:

"There is not evidence here to hold the driver!"

Commissioner King assured him that he thought there was.

The first to take the witness stand was Pvt. Edward Eulace of Fort Myer, Va., MP on duty at the Pentagon Building when the incident occurred, who remained on the stand about 30 minutes. He stated that he was only about ten feet away when "the trouble began."

"Did you see the driver hit the colored man?"

"No, I did not see the driver hit him, but I saw his hand go up and come down. A few minutes later the colored man got off the bus and there was a rising on his head about the size of a quarter with a cut in the middle of it and blood running out."

How It All Began

The trouble is believed to have arisen when the driver ordered Mr. Haley off the bus "so other passengers could get out." Instead of getting off the bus, Mr. Haley pulled closer to the change box, thus leaving a pathway for passengers. The driver objected to this and allegedly struck him.

MP Eulace said he heard the driver speaking in "harsh tones" and demanding that someone "get off the bus." He said he could not see whom he was talking to.

Ordered Back on by MP

After Mr. Haley was struck and had gotten off the bus, the MP then walked over, stood with him near the door of the bus until all passengers had gotten off.

"Did you tell Mr. Haley to get back on the bus?" James H. Raby, attorney for Haley, asked.

"Yes, I told him to get back on." Officer Eulace stated.

When Mr. Haley entered the bus the second time there was another fight which was quickly stopped by additional MP's who came at Eulace's call.

Trying hard to establish the fact that the bus driver used a deadly weapon to attack Haley, Mr. Raby asked the MP:

"Did you see a hatchet or any other deadly weapon on or near the bus?"

"No," the MP replied.

"Did you go on the bus and look for such weapon after you saw the man bleeding?"

"No," the MP snapped. "Why should I?"

Earl G. Henri, white, 1129 Sixteenth Street, South Arlington, a passenger, testified that he did not see the bus driver hit Haley, "but I saw him reach over and give him a shove."

One Witness for Haley

The only witness for Mr. Haley was Miss Harriett I. Jenkins, a Pentagon employee, who said that she saw "the driver atop the colored man, hitting and choking him."

The hearing culminated a tense day for citizens of this area, who were upset since the story of a white bus driver beating a colored government worker on government property, with at least one MP standing by and contending he could do nothing about it, got around.

For many months Virginia bus drivers have been having conflicts with colored passengers and the AFRO-AMERICAN has on file a number of reports of such incidents.

Mr. Raby said Wednesday that he was "fighting to get the case up in this term of District Court" which gets under way here on September 15.

Refused to Move

The arrests followed refusal of the defendants to move from their seats when ordered to do so by the bus driver at the bus station in Washington.

The sisters contended that there were no seats available back of their seats and that there were white passengers occupying seats in the rear of the bus.

J. Clarence Mundin of Alexandria, Va., represented the defendants.

Victims of Dixie Jim Crow Abuse

Afro-American
Baltimore, M[illegible]

Ejected from a train for refusing to ride jim crow, Ralph Matthews (left), editor of the Washington AFRO-AMERICAN, and Dr. William H. Jernigan, director of the Fraternal Council of Churches' lobby, eat sandwiches and drink coffee in Lynchburg, Va., station at midnight. They were arrested and ejected from a Southern Railroad coach because they refused to move into jim-crow section.

Demands $10,000 in Arrest for Balking Jim Crow Car

AUG 21 1943

Afro-American
Baltimore, Maryland

FREDERICKSBURG, Va.—Charging that she was removed from a train at Fredericksburg without warrant and jailed because she refused to sit in a dirty jim crow car, Mrs. Nan W. Brandon of New York, has filed suit for $10,000 in the United States District Court in Richmond.

The action was filed against the Richmond, Fredericksburg and Potomac Railway and the Seaboard Air Line Railway Company and receivers.

Girl Freed in Virginia Jim Crow Bus Case

AUG 14 1943

Afro-American
Baltimore, Md.

ALEXANDRIA, Va. — Misses Chester, Va., Saturday, July 31, on Velma N. and Alice L. Lewis of a Greyhound bus when they were Washington were dismissed in po-arrested and held in the city po- last week on charges lice headquarters at the of the bus driver, Robert of disorderly conduct on a bus. Washington.

The young women were en route from Washington to Win-

The plaintiff declared that two policemen, who twisted her arms, dragged her from the jim crow car, which she described as "filthy, unsanitary and unfit for human occupancy." She said that it was filled with smoke and "contaminated with foul odors."

Although jailed, she said, she was not brought before a magistrate, no charges were filed, and she was released from custody against her will.

Dr. Jernagin Forced Off Train In Virginia; Will Sue Railroad

Courier Pittsburgh Pa.

LYNCHBURG, Va.—Rev. W. H. Jernagin, chairman of the executive board of the Fraternal Council of Negro Churches, and two Washington newspapermen were forced off a white coach of the Southern Railroad here last Friday after they had refused to leave the coach and accept jim crow accommodations on the ground that they were interstate passengers not subject to Virginia's jim crow car laws. Reached at his Washington office, Dr Jernagin announced that he planned to file suit against the railroad immediately in order to test the right of the carrier to enforce Virginia jim-crow laws upon interstate passengers.

FORCED OFF TRAIN BY VA. OFFICER

Rev. Jernagin said he left Philadelphia last Thursday evening en route for Greensboro, N. C., to attend a church conference, occupying in company with the two newspapermen, reserved coach seats good for the entire trip. He was permitted to occupy the seats until the train left Washington, D. C. when he was told by the train conductor he would have to move to the jim-crow coach. Insisting that as an interstate passenger he had a right to occupy the seat he had, Dr. Jernagin stated that he would either have to move voluntarily or be moved. The minister refused to budge.

At Alexandria, a white plainclothes officer tried to persuade the three Negro travelers to move, without success. He failed. At Charlottesville another plainclothes officer also sought to have them move, without success. Finally at Lynchburg, said Dr. Jernagin, a uniformed officer with revolver and black jack came on the train. He told the group to move to the Negro coach.

Informed by Dr. Jernagin that he had bought his ticket in Philadelphia and that he was an interstate passenger, the officer replied: "Don't tell me where you bought your ticket. You're not in Philadelphia now, you're in Virginia." The group was told that they had either to go into the jim-crow coach or else be forcibly taken off the train. They refused to enter the Negro coach and were forced off the train by the officer.

LAW FIRM GETS CASE

Rev. Jernagin commented that during the whole occurrence most of the white passengers seemed sympathetic to the Negro passengers, with the exception of one white woman assigned a seat next to his own, who exchanged seats with a white soldier.

The firm of Cobb, Howard and Hayes, it was learned, will file the suit for the three persons forced off the train against the railroad company. "It is my intention," said Dr. Jernagin, "to take this case to the Supreme Court of the United States, if need be, in order to establish the right of Negro interstate passengers to be free from the indignities of jim-crow car laws."

N.Y. Negroes Denied Even Jim Crow Travel in South

New York, N. Y.

PM

ICC Forced to Act to Get Group Home From Virginia Town

By William Fisher

PM Exclusive

Some New York Negroes charge that Southern railroads no longer provide even Jim Crow coaches for Negro passengers, but only a few seats set aside for them in baggage cars.

When these seats are occupied, the other travelers are told "No room for colored," Negro passengers say. So they wait for a baggage car with space, sometimes as many as 24 hours later.

Formerly Southern railroads, despite State laws requiring segregation of Negro passengers, boasted "equal" accommodations. Today railroad officials point to wartime traffic loads as the reason for adding discrimination to segregated travel arrangements for Negroes.

The ICC (Interstate Commerce Commission) was forced to act to get Mrs. Mary Thompson, a New York City Dept. of Health nurse, and her sister, Miss Florence Waller, an assembler for the Amalgamated Radio Television Corp., 476 Broadway, both of 1386 Prospect Ave., The Bronx, back to their jobs from Orange, Va., where they had been stranded more than a day.

75 Barred

With her two-year-old niece, Ernestine Worthan, and Miss Waller, Mrs. Thompson—whose husband is in the Army—went to Orange to spend the Labor Day week end with her sick mother. When they tried to board an overdue Chesapeake and Ohio train about 11 a.m. Labor Day, Mrs. Thompson says, they weren't allowed to get on the Jim Crow car. Nor were the 75-odd other Negroes on the platform, most of whom were women with babies in their arms.

The conductor said: "No room for colored; whites only." A Southern Railway train, which arrived an hour later, also refused to take the Negroes, Mrs. Thompson declared.

Three more trains, two of them belonging to the Southern Railway, the other a C & O, passed them up the same day. All of the trains had only crowded half-coaches for Negroes, Mrs. Thompson says, while many of the "white" coaches were not crowded.

Meeting the same situation again the next day, Mrs. Thompson made herself spokesman for the group and telephoned the People's Committee of New York, an anti-discrimination group. The Committee's attorney, Harrison S. Jackson, addressed a telegram to the ICC which said in part:

"Some of the persons (denied transportation) are destitute and without funds to exist on. Therefore I am requesting you to take action immediately to ascertain why agents and conductors of trains running through Orange continue to tell these persons 'No Negroes allowed.'"

Mrs. Mary Thompson

The ICC wired the Committee last Wednesday that the "entire party" left Orange on Southern Railway trains No. 136 and 34 about 7:30 and 11:40 p.m. Tuesday night for New York.

'Like Subway Jam'

Mrs. Thompson says the train she rode was a solid mail train with a half-coach put on especially for the Negroes. "My friend and I took turns holding my niece," she says. "We stood all the way to Washington. It was just like a subway rush hour jam."

"That probably happens every day to more whites than Negroes," says D. H. Beck, Southern Railway passenger agent. "Color doesn't enter the picture. We just haven't enough equipment these days."

W. R. Rhodes, passenger agent of the C & O, said his line has no trains passing through Orange at any of the hours mentioned by Mrs. Thompson.

But S. G. Lonergan, station master at Orange, said:

"They (Negroes) were so thick around here Labor Day that both the C & O and the Southern had to pass 'em up. No sir! They can't go in the white coach."

ICC Service Director Homer C. King declined to say whether his office was investigating the complaint lodged with him by the People's Committee.

End Jim Crow On Trolley, Bus, Pleads Dixie Daily

Amsterdam Star-News New York, N. Y.

RICHMOND, Va. — Segregation of the races in public transportation, particularly trolley cars and buses, should be wiped out by repealing the state segregation laws, it was declared here November 13 by the TIMES - DISPATCH, influential morning paper edited by Virginius Dabney.

In its leading editorial entitled "To Lessen Race Friction," Mr. Dabney declares:

"The time has come to do something about the well-nigh intolerable interracial friction on the streetcars and buses of the State. This friction stems largely from the laws which compel the segregation of white and colored passengers . . . Repeal of the State law which requires segregation of the races on streetcars, buses, and of local ordinances which embody the same requirement, would solve the difficulty. In Richmond, there is no ordinance which Council would have to repeal, but the General Assembly would have to repeal Section 3978 of the Virginia Code, covering streetcars, and Section 4097z, covering buses."

The editorial makes the point that under present conditions, with all transport vehicles crowded, these segregation laws not only fail to increase friction and irritation.

It is believed that this editorial is an historic pronouncement, since it is the first time in the modern South that an influential daily paper has demanded repeal of any type of segregation law.

Discussion of the editorial in the letter column of the TIMES-DISPATCH got off to a lively start Tuesday, November 16, when out of five letters published, four favored repeal of the jim-crow laws.

Bishop Flays Jim Crow on Southern R.R.

Afro-American Baltimore, Md

WASHINGTON

Jim crow and abuse of colored people on transportation facilities in the South wer flayed by Bishop R. R. Wright, Jr., prelate in the AME Church, this week, as Victor Rotnam, speaking for Attorney General Francis Biddle, promised immediate action in the case of Ralph Matthews and the Rev. W. H. Jernagin, who were ejected from a train in Lynchburg.

"Nazi sympathizers, murderers, gamblers, prostitutes and thieves may ride in the cars wherever they please, . . . if they are white," Bishop Wright wrote the Rev. Mr. Jernagin.

Treated Like Criminal

'But," he continued, " a patriotic, loyal minister who has preached, for a half century, peace and goodwill among men, must be treated like a criminal, for no other reason than that his color is dark.

"Now is the time for the Fraternal Council to renew its request to President Roosevelt to issue an order to abolish the jim-crow car. It is one of the greatest sources of irritation, inefficiency, and low morale, as well as interracial disturbances," he concluded.

Promises Action

Last month, the AFRO editor, the clergyman and photographer, William J. Scott, were ordered to leave their reserved seats and enter a jim-crow car.

In two conferences, Mr. Rotnam promised the minister "immediate consideration," and indicated that the Justice Department would take the case to the highest court if necessary, to secure a decision.

30-1943

With A Grain of Salt

Journal and Guide Norfolk, Virginia

By ARTHUR P. DAVIS

IT HAS BEEN fascinating to read in the "Voice of the People" (Richmond Times-Dispatch) the "white" response to Virginius Dabney's plea for the repeal of the segregation laws as they apply to Virginia's busses and cars. The letters-to-the-editor give a lively index to the type of thinking on the race issue which obtains among white Virginians. I have read all of these letters to date, and, according to their positions, have marked them "favorable" and "unfavorable." The former (and they are in the majority) have been encouraging. They show that there is considerable ferment in the South for justice and decency. But I am more interested in the unfavorable ones. It is the writers of this latter type that any "racial" movement will have to win over, if progress is to be made. Unfortunately, they are legion; and in spite of the number of letters mentioned above, they are the vast majority.

DR. DAVIS

Let us look at a few of their comments picked at random. One lady, who threatens to stop her paper and to quit riding the cars if segregation is abolished, writes with unconscious humor: "It isn't going to help the race tension by mixing the Negroes and whites any more than they are already mixed. I should think most self-respecting Negroes, as well as whites, would oppose the idea and not go getting all mixed up worse than ever . . . " (I wonder if we have the same kind of "mixing" in mind!)

Another writes with the swift logic of a woman: "I do think all citizens should have equal rights, but to abolish this law would only be opening the door for other segregation laws to be abolished." (Logical? Or is it?)

"As part of postwar planning," a third writer suggests that there be formed "an attractive and satisfying Negro autonomy in West Africa where all Negroes who are dissatisfied can go and progress . . . untrammeled by restrictions necessary here." (Shades of Marcus Garvey! Where would you put 13,000,000 dissatisfied Negroes?)

"There is a time for everything," an irate Richmonder tells the editor, "but this is not the time for an editorial such as you wrote." (Reminds me of some of our darker time-is-not-ripe brethren.)

A voice from the Old South thunders indignantly: "Is the South slipping back? Are we going to sit back and let a bunch of Negro sympathizers abolish a law that we once had to spill blood to gain? . . . What we need in Richmond is a review of the old motion picture, 'Birth of a Nation.'" (It all depends, I suppose, on which way you are headed when you "slip back.")

After claiming that the segregation laws have prevented racial friction in Virginia for forty years, one positive writer surprisingly asserts: "Segregation would have prevented the riot in Detroit. Why should we repeal a law that has functioned so admirably to both races." (Speak for yourself, John!)

"Are you seeking to emulate Mrs. Roosevelt by your pigmy-minded editorials?" a fiery reader demands. "Do you favor letting down all racial bars in the hiring of Negroes . . .? Do you advocate Negroes visiting white people socially?" (Note—that to this writer, economic and social equality are equally abhorrent.)

One patriot feels that such a suggestion concerning segregation should wait until the "boys" return to "decide if that is one of the things they have been fighting for." (Does he mean Negro boys, too? Incidentally, I vaguely remember something about a war being fought for democracy.)

And it was inevitable that one person should make the following statement: "Whenever they abolish the segregation law . . . and our wives and daughters will have to ride and sit by Negro, we will have more race trouble than we ever have had." (Would you want your sister to marry a "n——r"?)

It is easy to poke fun at these letters, to point out the stereotypes ,to show their lack of logic and their ignorance of American conditions. It would be even easier to wax sarcastic and vitriolic about the type of thinking that produced them. As a matter of fact, when I read them, I had neither desire. On the contrary, I had a feeling of sadness and of deep pity. The race problem is just as bitter a dose for white Southerners as it is for black. In one sense, perhaps, it may be worse for them. We at least have the satisfaction of knowing that we are the persecuted and not the persecutors.

There is a certain amount of Pharisaical comfort in being able to exhibit clean hands. But the writers of the above letters are unhappy persons, torn by a problem they do not fully understand, burdened with a tradition of race-poison which makes them react to certain situations in a manner entirely alien to their normal experience. They are not bad or malicious persons. They are simply the other victims of this terrible problem which is our heritage here.

The Inquiring Reporter

By J. ANDREW BOWLER

Journal and Guide

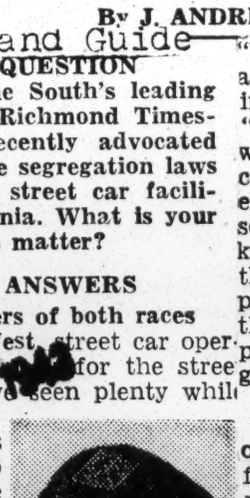
THE QUESTION

One of the South's leading dailies, the Richmond Times-Dispatch, recently advocated repeal of the segregation laws on bus and street car facilities in Virginia. What is your view on this matter?

THE ANSWERS

By members of both races

Robert L. West, street car operator: "I can't speak for the street cars for I have been plenty while operating them. It is impossible to enforce the segregation law on cars with the present car and manpower shortage. And so with the number of people riding the cars now, since it's impossible why not abandon it altogether. There should be a law to relieve the congestion at the front of the cars, a law that would compel all patrons, both white and colored to move to the rear of the cars or busses. If this is done it will speed up the movements of all carriers since they would be able to load and unload faster."



Norfolk, Virgin-

Robert Divers, 2802 Schooley avenue: "I was pleasantly surprised to learn that one of the South's most outstanding papers had the moral courage to advocate a thing of that kind. I know that paper is going to be "blasted" by a lot of dyed-in-the-wool "jim-crowers" who would rather suffer the inconvenience, caused by congested conditions and the present segregation law than to allow his kind to feel he has eased up on the Negro. Any fair-thinking person would know that repeal of that law would relieve the transportation problem to a great degree."

C. C. Garrett, service station operator: "I am very much in favor of repeal of that law as a means of relieving congested conditions on the cars and busses, particularly the crowding at the entrances. It is evident to all that the segregation law is now working in reverse instead of doing the thing it was intended to do when first put into effect. Any law that creates a hardship upon any group is a bad law and should be done away with."

Robert Hill, New York City, now stationed at Norfolk Naval Base: "I understood that there is a segregation law in effect in Virginia and thought it applied to street cars and buses, but since I have been here I have not been able to notice any difference in riding the cars here or in the North. I notice that white and colored passengers sit together wherever they find seats and no effort is made to separate them. There seems to be no friction either. I have never felt there was a need for such a law."

Dr. D. B. Schwetz, druggist: "I have had in mind for some time that the segregation law, as applied to public carriers, should be repealed. It is an antiquated law that has failed to do the thing it was set up to do. I have noticed in Washington, D. C., where there is no segregation law in effect on the cars and buses, the transportation is handled very smoothly. Now if this can be done in Washington I am sure it will work equally as well in Alexandria, only a few miles away, or any other Virginia city."

Albert Johnson, 718 Church street: "I have never been able to see the advisabilty of a segregration law and the one applied to street cars and buses has proven to be a perfect nuisance I am confident that if it is repealed it will create a more harmonious feeling between the races especially during these times of congestion. During the rush hours on the cars and buses it is every man for himself, and it is a common occurrence to see white and colored sitting together, regardless of the law. A law that is not enforceable should not be on the books."

TROLLEY, BUS AND TRAIN SEGREGATION, FACES ELIMINATION!

Richmond Times Dispatch Advocates Repeal of Discrimination!

The Union Cincinnati Ohio
Richmond, Va.—segregation of the
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In its leading editorial entitled "To Lessen Race Friction," Mr. Dabney declares:

"Actually, under existing conditions, with all of local ordinances which requires segregation on streetcars and buses, and of the state segregation laws, it was declared by the Times-Dispatch, influential morning paper, compel the segregation of the races in public transportation, particularly trolley cars and buses, not only fail to keep the races apart, but actually increase friction and irritation. Mr. Dabney declares:

"The time has come to do something about the well-nigh intolerable situation which Council should have to repeal, but the General Assembly would have to repeal the laws which compel the segregation of the races in public transportation, particularly trolley cars and buses, not only fail to keep the races apart, but actually increase friction and irritation. Mr. Dabney declares:

"Actually, under existing conditions, with all of the same requirement, would transport vehicles. These difficulty. In Richmond, segregation laws of ordinance which Council should have to repeal, but the General Assembly would have to repeal Section 4097z, Virginia Code, cover-

tions, they have the opposite effect, and they are a constant irritant. Hundreds, if not thousands, of times a day, these regulation serve to throw the races into closer contact than ever, and at the same time to wound the feelings of the Negroes.

"The laws result in closer, interracial contact than would otherwise be the case because whereas white and colored passengers usually sit in separate seats, the invariably crowded condition in the aisles of street cars and buses at rush hours throws the races together as never before. Colored passengers who get on crowded cars or buses have to push their way to the rear through a dense mass of white people, and in the case of one-man cars they must force their way back to the front again. It would be preferable if the Negroes were allowed to stand or sit in the car or bus wherever they could find room thus avoiding the push through the packed aisles.

"It is this push which causes most of the trouble."

Finally, the Times-Dispatch editorial makes the point that of late years segregation is not strictly enforced on railway trains.

"Segregation of the races on railway trains and cross-country bus lines has been abandoned to a considerable degree, both in Virginia and other Southern States, and it seems definitely on the way out. We have heard of no unfortunate results. Why then, should not the segregation laws for cross-town trolleys and buses be eliminated? The fact is that they should be, and without delay."

It is believed that this editorial is an historic pronouncement, since it is the first time in the modern South that an influential daily paper has demanded the repeal of any type of segregation law.

Discussion of the editorial in the letter column of Times-Dispatch got off to a lively start Tuesday, November 16, when out of five letters published, four favored repeal, of the jim-crow laws. The reaction of Virginians to Editor Dabney's editorial will be watched with keen interest by Negroes and white people throughout the nation.

An Historic Proposal

Journal and Guide

For The Public Welfare

Norfolk, Virginia

ONE of the great white newspapers, not only of the South but of the nation, has made an historic proposal. That proposal is to do away with segregation laws on public carriers. It is historic because the paper is published in the South, but it is epochal because it is the first such southern publication, recognizing the war-sharpened acuteness of Negro-white relations and the resultant "opening up of the basic questions of racial segregation and discrimination," that had the courage to risk the deeper fears it might arouse because it knows that it is "unfortunate that the simple efforts to correct obvious social and economic injustices continue to be interpreted as the predatory ambition of irresponsible Negroes to invade the privacy of family life."

It will be to the eternal credit of the Richmond Times-Dispatch and its able editor, Mr. Virginius Dabney, that it has put the welfare of its city and state above mere traditions and customs that never were grounded on justice but only upon questionable expediency at best, and are now invalid because of changed conditions.

Mr. Dabney has consistently exhibited an active and healthy interest in race relations and equal justice for all citizens. He has long ago recognized the interdependence of the South's and the Negro's progress. His actions and expressions have not always evoked approval from observers of both races, but his sincerity has constantly been recognized.

There can be no successful argument with the logical marshalling of facts in the Times-Dispatch's editorial, reprinted on the opposite page, and the inecapable conclusion arrived at after reviewing them.

"The time has come to do something" and the "friction stems largely from the laws which compel segregation . . ." There have been "no unfortunate results" from the necessary war time abandonment, to a large extent, of the practice of public carrier segregation.

"Why, then," the Times-Dispatch soberly asks, "should not the segregation laws for cross-town trolleys and busses be eliminated? The fact is that they should be, and without delay."

THREE things have been more than obvious, even under pre-Pearl Harbor conditions, in the field of public transportation: (a) the mounting frictions and outbreaks resulting from increasingly intolerable crowding on public carriers of every kind, (b) the cruelty and nonsense inherent in the outgrown and outmoded laws applying to the separation of races on boats, busses, trains, and street cars, and (c) impracticality of the laws and their actual non-observance by both races as a realistically adopted necessity under wartime situations.

The legal requirements of equality under separation never was anything but a fiction. Separation under such a fiction always serves as an irritant to its patent sufferers, the Negro citizens. They get inferior accommodations, if any at all, and with it the added insult of a systematically developed status of inferiority.

This newspaper in its editorials and its spokesmen in conferences have consistently pointed out these facts and sought for modifications and improvements. We subscribed to the Durham Statement, already quoted in our opening paragraph, which among other things said: "We are fundamentally opposed to the principle and practice of compulsory segregation . . . ." and we further endorsed editorially the Atlanta Statement's observation that ". . .the only justificaation offered for those laws which have for their purpose the separation of the races is that they are intended to minister to the welfare and integrity of both races" but that "there has been widespread and inexcusable discrimination in the administration of these laws."

Progress in the solution of this question has been and will be slow until responsible white opinion becomes articulate and forceful in support of the opinion of a racial minority. The laws and customs involved are rooted in tradition and public opinion. They have to be changed through general recognition of the invalidity of the tradition and a sufficiently strong public opinion responsive to new conditions.

It is in this respect that the Times-Dispatch's editorial is not only helpful and significant, but actually historic. It took clear thinking to arrive at its conclusions and a moral courage of a high order to vocalize its convictions. To them the Journal and Guide subscribes wholeheartedly.

Congratulations To Virginius Dabney

Amsterdam News New York, N. Y

Virginius Dabney, editor of "The (Richmond, Va.) Times Dispatch," should be congratulated for courageously coming out in an editorial in his paper for the abolition of the jim crow system on buses and street cars in Virginia. Anyone who knows anything at all about the South knows that Mr. Dabney wrote with great courage when he suggested that the Virginia State Legislature abolish racial segregation on street cars and buses.

Anyone who knows anything about the South also knows that it is impossible to enforce jim crow transportation laws, especially during wartime, because every bus and street car is packed beyond capacity by citizens of both races

Furthermore, since such silly laws as those that jim crow colored persons are often unenforceable and result in serious racial trouble, any Southern state that would abolish them would not interfere with the South's mythical idea of racial superiority, but would bring about better racial relations. No doubt Mr. Dabney knew this when he wrote his editorial. Like many thinking Southerners he is quite concerned about racial relations today and after the war. He also knows that obsolete laws based solely on race hate and exploitation must give way to common sense treatment of American citizens of all races if domestic peace and progress are to exist.

Virginius Dabney has struck the first blow for racial sanity in the South. Let us hope that he will continue his courageous fight and that other Southerners will join with him. For their fight in this regard is America's battle.

30-1943

VIRGINIA

State Supreme Court to Rule on Segregation in Bus Seats

Afro-American
Baltimore, Md.
DEC 11 1943

RICHMOND — Whether police and transportation employees, acting under the State's jim-crow laws, may legally insist upon segregation to the point of denying a colored person an available seat soon will be determined by the Virginia Supreme Court of Appeals.

Justice John Eggleston of the Supreme Court granted a writ of error to Mrs. Sarah Davis, Norfolk teacher, on Tuesday, thus clearing the way for the court to review a Norfolk Corporation Court decision.

Mrs. Eggleston was found guilty of refusing to move to the rear of a bus in Norfolk when she was sitting in the only available seat, and was fined $5 and costs.

Sat Between Two Men

In the lower court, testimony showed that she boarded a bus and took the only vacant seat, which was between two white men sitting on a side seat near the front of the bus.

The bus driver told her that she could not sit there, and she refused to move, with the result that the driver took the bus to arrest.

Mrs. Davis's counsel holds that the State jim-crow laws could not apply because the bus was on a city street and not on a State highway.

It was pointed out also that delegation of authority to the driver to give or deny a person a seat is unjust and unreasonable, and thus a violation of the Fourteenth Amendment of the Constitution.

The driver said that he told Mrs. Davis of the jim-crow law and urged her to move, but she would not heed him.

Okeyed Company Rule

He stated that he acted under a rule of the Virginia Electric and Power Company.

That rule, he said, prohibits seating of colored and white passengers on the same seat unless all other seats are occupied.

He admitted that only one seat was vacant.

Mrs. Davis maintains that had she complied with the driver's demand, she would have been required to stand.

She said that he did not assign her another seat, and simply stated that he did not care where she sat, and was concerned only with getting her from the seat with the two white passengers.

Last week in police court here Justice Carleton E. Jewett dismissed a disorderly conduct charge against a colored woman who took a vacant seat next to a white woman on a bus.

Since that time, inter-city bus drivers have been noted halting their vehicles on the highways in order to enforce jim-crow seating.

Virginia Bus Case May Lead To Decision On Jim Crow Law

Kansas City Call
Kansas City, Mo

NORFOLK, Va.—(ANP)— The state of Virginia may come to some definite decision as to its future opinion on the jim crow law, since the Virginia supreme court of appeals agreed last week to review the conviction of a Negro woman on a charge of failure to move to the rear of a bus here.

The writ of error was granted by Justice Eggleton to Mrs. Sarah B. Davis, a teacher in the Norfolk Negro public schools for the past 16 years. The teacher was arrested on a warrant charging her with "failure to move to the rear of a bus in violation of Section 3983, Code of Virginia," was found guilty and fined $5 and cost.

According to testimony in the corporation court of Norfolk, Mrs. Davis boarded a bus in which only one seat was vacant, and that vacancy was between two white men sitting on one of the side benches at the front of the bus. She sat down between the two men, and the bus driver said, "You can't sit there."

After a brief argument between the driver and the Negro woman, the driver drove his bus to a police station where the woman was arrested. Council for Mrs. Davis contend on appeal that the street which the alleged offense took place was merely a public street in Norfolk, and not a part of the statehighway system, so that state laws could not be held applicable.

It is also contended that the delegation of "arbitrary, unjust and unreasonable" police power to the driver is contrary to provisions of the 14th amendment of the constitution.

The bus driver told the lower court that he attempted to explain the jim crow law to Mrs. Davis, but that she "flatly refused to move." He admitted, however, that there was only one vacant seat in the bus and read to the court "Rule 48" of the Virginia Electric Power company, which provides that "no adjoining seats on the same bench shall be occupied by white and Negro passengers at the same time, unless all the other seats in the car or bus are occupied."

Mrs. Davis testified that she believed she was within the law, that the bus driver did not assign her any other seat in the bus, that he read no regulations of the company,, and that he said "he didn't care where I sat as long as I got up and went to the rear of the bus.

Council for Mrs. Davis contends principally that such an action on the part of a bus driver describes discriminatin under the 14th Amendment, in that the woman would have been forced to stand up when a seat was vacant.

Chicago Defender
Chicago, Illinois

Protest Jim Crow Car In Virginia

I wish to call your attention to an experience I had while returning to my camp for duty in Norfolk, Va., after spending a ten-day leave in Chicago.

In returning from Chicago to Norfolk, Lt. Holloway and myself were riding on the Norfolk and Western Railroad. When we reached Bluefield, Va., a conductor asked us to move out of the car we were in and go to the jim crow car for colored. I explained that we were army officers and did not wish to be insulted or discriminated against and that we would not move. Several other conductors on the same train as well as the M.P.'s tried to persuade us to leave and go into the jim crow car, but without success.

When it was evident that we meant business, the conductor informed us that if we did not move ourselves, he would telegraph ahead and have civilian policemen at the next stop ahead get on the train and force us to move. We told him that we would not move unless forced to do so.

When the train reached Roanoke, Va., (this was about three hours after we had first been asked to move) civilian policemen did get onto the train and informed us that we would either move immediately or they would take us off the train by force and arrest us in that city. We did move to avoid being arrested in Roanoke, Va., and proceeded the rest of the trip back to camp in the jim crow car.

The conductor who first asked us to leave and who also telegraphed ahead of the train for police gave his name as being Mr. C. C. Burton. There were several white soldiers present who witnessed the incident and state they are willing to testify as to exactly what happened. I can also furnish names of five colored soldiers who saw the incident in part.

We who are in the cause to fight for, and if necessary, die for democracy, are continually subjected to incidents of this kind. How can we Negro officers and soldiers be true to the cause and work with enthusiasm if southern state laws in our own country make it impossible for us to be treated like men? — Lt. Roscoe E. Holman, Norfolk, Va., Army Base.

30-1943

VIRGINIA

Editorial Says Law Increases Friction

Tribune
Philadelphia, Pa.

RICHMOND, Va.—Segregation of the races in public transportation, particularly trolleys cars and buses, should be wiped out by repealing the state segregation laws, it was declared here November 13 by the *Time-Dispatch*, influential morning paper edited by Virginius Dabney.

In its leading editorial entitled "To Lessen Race Friction," Mr. Dabney declares:

"The time has come to do intolerable interracial friction on something about the well-nigh the streetcars and busses of the State. This friction stems largely from the laws which compel the segregation of white and colored passengers. . . Repeal of the State law which requires sergegation of the races on streetcars and buses, and of local ordinances which embody the same requirement, would solve the difficulty. In Richmond, there is no ordinance which Council would have to repeal, but the General Assembly would have to repeal Section 39[illegible] of the Virginia Code, covering streetcars, and Section 4097z, covering buses."

The editorial makes the point that under present conditions, with all transport vehicles crowded, these segregation laws not only fail to keep the races apart, but actually increase friction and irrication. Mr. Dabney declares:

"Actually, under existing conditions, they have the opposite effect, and they are a constant irritant. Hundreds, if not thousands, of times a day, these regulations serve to throw the races into closer contact than ever, and at the same time to wound the feelings of the Negroes.

"The laws result in close, interracial contact than would otherwise be the case because whereas white and colored passengers usually sit in separate seats, the invariably crowded condition in the aisles of streetcars and buses at rush hours throws the races together as never before. Colored passengers who get on crowded cars or buses have to push their way to the rear through a dense mass of white people, and in the case of one-man cars they must force their way back to the front again. It would be preferable if the Negroes were allowed to stand or sit in the car or bus wherever they could find room, thus avoiding the push through the packed aisles.

"It is this push which causes most of the trouble."

Finally, the *Time-Dispatch* editorial makes the point that of late years segregation is not strictly enforced on railway trains and cross-country bus lines, saying:

"Segregation of the races on railway trains and cross-country bus lines has been abandoned to a considerable degree, both in Virginia and other Southern States, and it seems definitely on the way out. We have heard of no unfortunate results. Why, then, should not the segregation laws for cross-town trolleys and buses be eliminated? The fact is that they shoud be, and without delay."

It is believed that this editorial is an historic pronouncement, since it is the first time in the modern South that an influential daily paper has demanded the repeal of any type of segregation law.

Discussion of the editorial in the letter column of the *Times-Dispatch* got off to a lively start Tuesday, November 16, when, out of five letters published, four favored repeal, of the jim-crow laws. The reaction of Virginians to Editor Dabney's editorial will be watched with keen interest by Negroes and white people throughout the nation.

Richmond Paper Urges End to Jim Crow Cars

PM
New York, N. Y.

Other Journals In Virginia Ignore Liberal's Proposal

Special Correspondence

RICHMOND, Va., Nov. 25.—Recently the liberal Richmond *Times-Dispatch* jolted a large number of its 90,000-odd readers with an editorial entitled *To Lessen Race Friction,* in which Editor Virginius Dabney urged the repeal of Virginia laws which compel the segregation of white and colored passengers on street cars and buses.

"The purpose of these laws, when they were enacted," said the editorial, "was to keep the races separate. Actually, under existing conditions, they have the opposite effect, and they are a constant irritant. . . . The requirement that colored passengers force their way through masses of white passengers is a constant source of trouble, irritation and bad feeling."

Cincinnati Enquirer

To get rid of this troublesome accompaniment of metropolitan area transportation, Dabney asked the General Assembly, which meets in January, to repeal Section 3978 of the Virginia Code, covering segregation on street cars, and Section 4097, covering buses.

Richmond, whose approximately 62,000 Negro citizens make up 31.7 per cent of the city's population, has been nursing no tension comparable to that in other cities—Detroit, for example. More and more Richmond citizens have been irked at the growing uselessness of the segregation law. A large number of the city's streetcars are old one-man cars, sometimes called "dead-end" cars. The front entrance is also the exit. Hence, Negroes entering must move to the rear, and to leave, push back through to the front.

There have been a few incidents in which colored citizens (almost always women) have refused to "move back" when asked by a white passenger or the white motorman. All motormen are white—and there are no Negro policemen here, although Dabney for a long time has been advocating their addition to the force.

Liberal Attitude

To most citizens, however, the Dabney proposal seemed to come out of a clear sky. His liberal attitude toward the Negro problem has earned him the respect of the conservative elements, white and Negro, but also has subjected him to lively attacks from some Negroes on the ground that he is too conservative.

Letters to the editor began pouring in on Dabney's proposal with the whites about 3 to 1 in favor of it. (All Negroes but one were for the plan.)

Some of Richmond's "best people" backed the plan. Among its most violent opponents have been whites in the lower income brackets. A large proportion of the supporters and women—the women who opponents say ought to be protected against having a Negro sit down next to them on the streetcar. Although Dabney made it clear he was not advocating the abolition of segregation everywhere, there have been a few letters in the "would-you want-a-nigger-to-marry-your-sister" vein. But not many.

The State press has pretended it never heard about the whole thing. The *Times-Dispatch* editorials are usually reprinted widely throughout the state. This time, there has been no reprint, no comment; the potato was too hot.

Gov. Darden

At the moment, no member of the General Assembly has dared commit himself. Unless Gov. Colgate Darden is willing to back the idea, it is doomed. If he is willing to push it—and it is possible that he may—the plan has a slim chance. Delegates from Virginia's "black belt," where whites are outnumbered 3 to 1, probably would unite to kill the measure even if it ever got out of committee—assuming anyone would introduce it.

Historic Proposal

The Norfolk *Journal and Guide* called Dabney's plan a "historic proposal," it said in an editorial:

"It is epochal because it (the *Times-Dispatch*) is the first such Southern publication, recognizing the war-sharpened acuteness of Negro-white relations . . . that had the courage to risk the deeper fears it might arouse because it knows that 'it is unfortunate that the simple efforts to correct obvious social and economic injustices continue to be interpreted as the predatory ambitions of irresponsible Negroes to invade the privacy of family life.'"

"Move Back" Segregation Law Set Back

Journal & Guide
Norfolk, Va.

Norfolk Judge Rules Motormen Must Find Seats

NORFOLK— Declaring that it is the responsibility of a motorman under section 3983 of the state code to stop the car or bus if necessary and arrange the standing or seating space so that the white and Negro passengers would be separated, Judge R. B. Spindle of Corporation Court No. 1 dismissed James Archer, Norfolk high school instructor, Saturday.

The case came up on an appeal by the defendant from a $5 fine imposed in November by Police Justice Clyde H. Jacob.

S. M. Buchanan, motorman for the Virginia Electric and Power Company, was the first witness for the state.

He said Mr. Archer boarded the car at Princess Anne road and Granby street, and refused to move back.

Patrolman H. B. Brinkley testified that he was called to the street car by the motorman and that Mr. Archer would not move back.

ARCHER TESTIFIES

In his testimony Mr. Archer said that he was not assigned a space and since he was going to ride from Princess Anne road to the postoffice he did not feel it was practical for him to move back and then come all the way up front to get off in a few blocks.

The judge ruled that the state law made it obligatory upon the motorman to do more than tell a rider to "move back," which was the case, but must find a place for the rider to sit or stand.

J. Sidney Smith presented the case for the state and Attorney J. Eugene Diggs and W. L. Davis represented Mr. Archer.

segregated street cars and buses by the local daily Richmond Times-Dispatch, of which Virginius Dabney is editor. 80 Negro representatives of about 20 communities met in the Richmond Beneficial Insurance auditorium Sunday to push this plan.

Virginians Seeking Repeal Of Color Law

Daily World
Atlanta, Georgia

RICHMOND, Va.—Since much favorable comment has been made since the advocacy of the repeal of the color line was called by Dr. Leon A. Reid, was under

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 82

the sponsorship of the Richmond Civic Forum, of which the Dr. W. L. Ransome is president. A committee of three, Dr. L. F. Palmer of Newport News, Roscoe C. Mitchell and Wiley A. Hall of this city were named to draft resolution for a plan of action and as a guide in creating sentiment, and to enlist support of the whites. These resolutions would be distributed in each community represented.

The chairman also appointed an executive committee to act from time to time with sympathetic whites. A representative from the communities present composed the committee and as each community reports, more will be added.

The group then voted to meet on Jan. 9, at the same place and to open up information headquarters.

How Much Longer Will These Conditions Last?

Journal and Guide

A SERIES of recent events provide ample evidence that the better class of Norfolk's colored citizens, particularly those of well defined cultural sensibilities, have become victims of the state segregation law in effect on street cars and buses.

In the majority of instances in which cases reach Police Court by virtue of aggrieved Negroes resenting, even in mild form, treatment received at the hands of white passengers and bus or street car operators alike, they are found guilty, fined and forced to resort to an appeal to a higher court in an effort to insure even some semblance of justice. This is caused by the fact that the court almost always accepts the testimony of a half illiterate bus or street car operator.

The trouble undoubtedly stems from the popular conception of the Jim Crow law; that it was designed only to inconvenience Negroes. This becomes glaringly apparent and manifests itself when whites—simply for fear of being polite to a Negro—refuse to move from rear seats even when asked courteously to do so. Norfolk, Virginia

This is not to say that our people are blameless in the matter. It is a fact that some of us board street cars and buses with a "chip on the shoulder" attitude, ready to flare up at the least provocation.

IN THREE recent cases originating here involving friction between the races the defendants were all well-educated, high standing citizens of whom any community might well be proud. The only reason the situation has not flared into actual violence is due to no other factor than the admirable restraint exercised by Norfolk's oppressed minority group in a situation pregnant with such tragic possibilities.

Let's take a look at the record.

Case No. 1. A citizen of long standing and unquestionable integrity, and instructor in the Booker T. Washington High School was humiliated by being placed under arrest when he failed to obey the arbitrary command of a street car operator to "move back." This defendant, incidentally, was standing in the street car in question and testified in court that he failed to move back because he was going to get off at the next stop and so informed the operator.

Case No. 2. This defendant is likewise a local citizen of many years' standing and teacher in the Norfolk Public School System. Her case now faces review by the State Supreme Court of Appeals which only last week granted a writ of error. When the case is heard, probably at the January term of the Appellate Court, the result may very well determine the future of the segregation law in Virginia.

Case No. 3. This case never reached the courts only because the victim had the good sense to exercise the kind of restraint we spoke of previously. Although she was humiliated beyond measure in doing so, her ability to control her emotions under very trying circumstances, undoubtedly not only saved her from the terrifying experience of being placed under arrest and haled into court, but serious bodily injury as well.

THE wife of a well known local doctor, she boarded a street car and, acting purely within her legal rights, because it was the only seat available, sat down beside a white male passenger who very politely moved aside to permit her to do so.

It was a perfectly logical seating arrangement and apparently everyone, including the car operator was satisfied, but a white Navy enlisted man who happened to be sitting directly across the aisle. And so, this man, wearing the uniform of the United States of America, clothed with all the dignity and authority this high honor entails, and supposedly fighting for the preservation of Democracy and the Four Freedoms, decided to interfere.

He questioned openly the right of this American citizen to sit beside a white person with the remark that where he came from "N-----s don't sit beside white folks." He became so wrought up over the matter that he even threatened to beat up the victim and throw her off the vehicle.

Such then, are the conditions existing on our street cars and buses today in the wake of an outmoded and obsolete piece of state legislation which no longer even makes any claim to serving the need for which it was enacted. It moves us to cry out in anguish with the Psalmist David: "Return Oh, Lord how long?"

BREAKING THE ICE

Virginius Dabney, prominent editor of the powerful Richmond, Virginia, Times-Dispatch, has broken the ice on the South's laws which compel segregation of the races on municipal trolleys and buses. He advocates repeal of these laws "without delay", because, instead of keeping the races apart and promoting harmony, they "throw the races into closer contact than ever," and create "well night intolerable interracial friction on the street cars and buses of the State."

Mr. Dabney is right. Most of the people who ride the trolleys and buses in this day are far more interested in reaching their destination than in who sits or stands next to them, and most of them would welcome legal and community sanction of being natural, rather than having to observe laws and ordinances which no longer accomplish the alleged purposes for which they were originally enacted.

All that has been needed was for some sufficiently powerful voice to break the ice. Without a doubt, as the discussion proceeds Mr. Dabney's suggestion will find favor and in time the laws will be repealed. The South needs many more Virginius Dabneys.

NEGROES TO SEEK REPEAL OF VIRGINIA SEGREGATION LAW

RICHMOND, Va. — (ANP)—Since much favorable comment has been made since the advocacy of the repeal of segregated street cars and buses by the local daily, Richmond Times-Dispatch of which Virginius Dabney is editor, 60 Negro representatives of about 20 communities met in the Richmond Beneficial Insurance auditorium Sunday to push this plan.

The meeting, which was called by Dr. Leon A. Reid, was under the sponsorship of the Richmond Civic Forum, of which the Dr. W. L. Ransome is president. A committee of three, Dr. L. F. Palmer of Newport News, Roscoe C. Mitchell and Wiley A. Hall of this city were named to draft resolution for a plan of action and as a guide in creating sentiment, and to enlist support of the whites. These resolutions would be distributed in each community represented.